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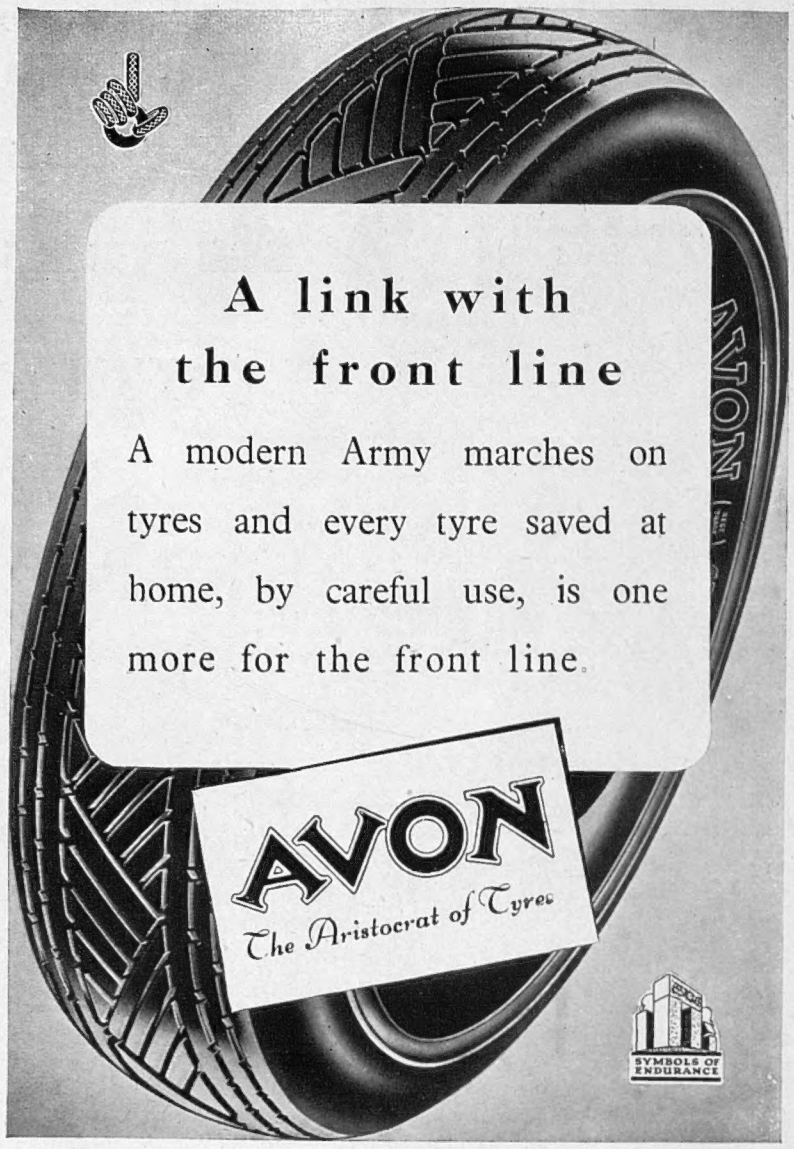

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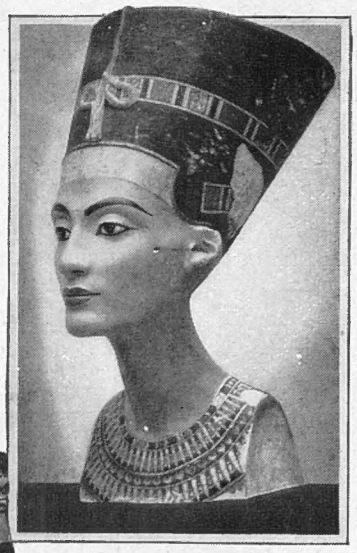

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by an artist of the Armarna Period
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Volume CLXXXI No. 2362 The SPHERE, London, April 28, 1945

THE SPHERE
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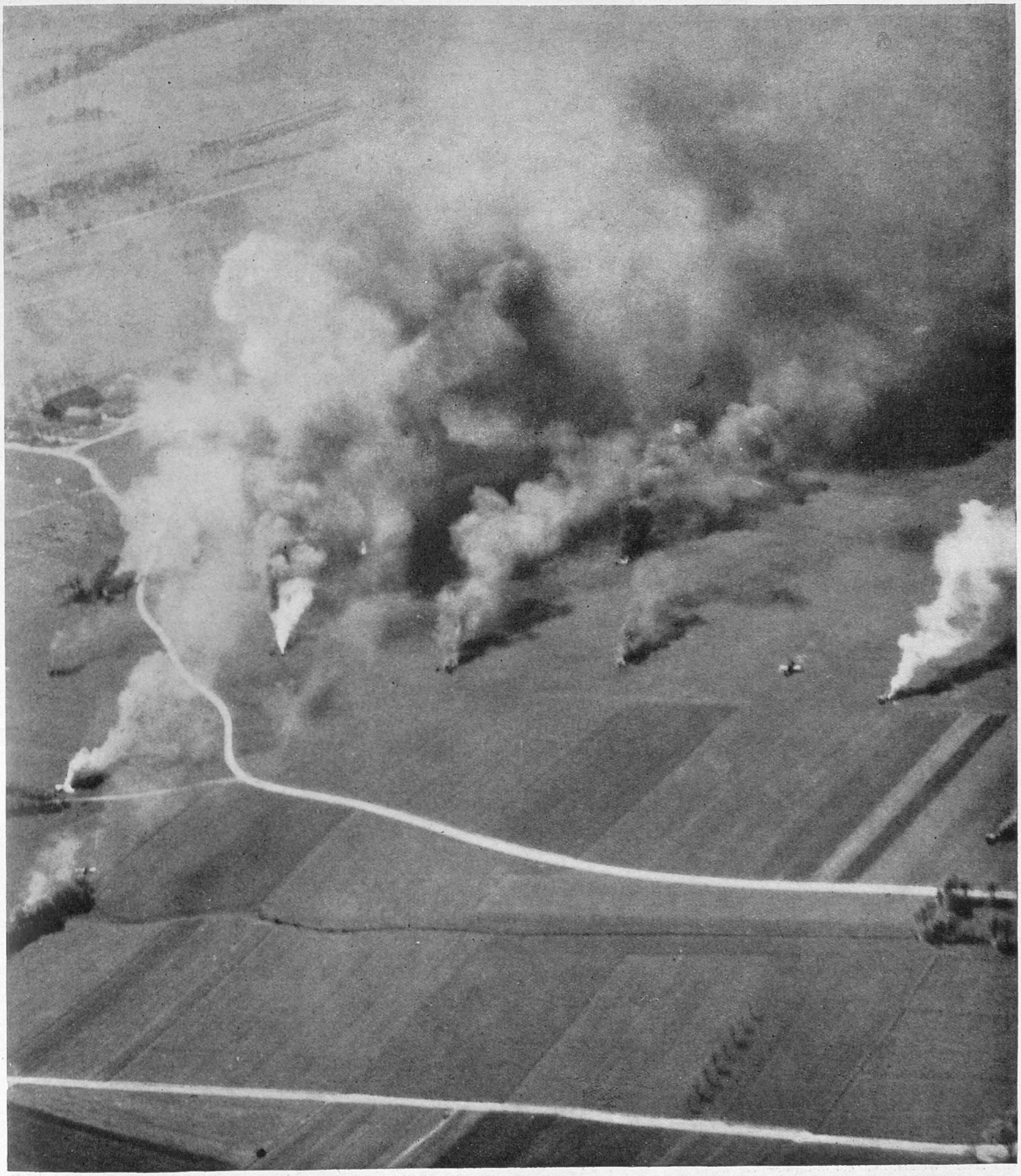

THE DESTRUCTION OF THE GERMAN LUFTWAFFE—A GRAPHIC PICTURE WHICH SHOWS THE FATE THAT HAS OVERTAKEN THE NAZI AIR FORCE.
Enemy aircraft on the ground go up in smoke as Allied fighters hit at the German airfields

The enemy's Air Force is no longer regarded as capable of the functions it once performed throughout Europe: in the eyes of many competent observers the Luftwaffe is so crippled that it is doubtful whether any large-scale operations can ever be carried out by it again. Here is one of the reasons—shown in a picture taken by an American Mustang pilot of the Eighth U.S. Air Force (himself credited with the destruction of six German aircraft during this mission). The smoke columns are caused by burning German aircraft destroyed on the ground towards the close of a period when a new record was set up—644 enemy planes destroyed on the ground, three in the air. On April 10 a fighter group set up a new group record by destroying 105 parked aircraft. A few days later that figure was topped three times—the 78th Group destroyed 127, the 339th reported 116, and the 353rd reported 110. The planes destroyed on the ground included a wide variety of types which were found on airdromes and dispersed in adjacent wooded areas throughout a broad area extending from Munich to Prague

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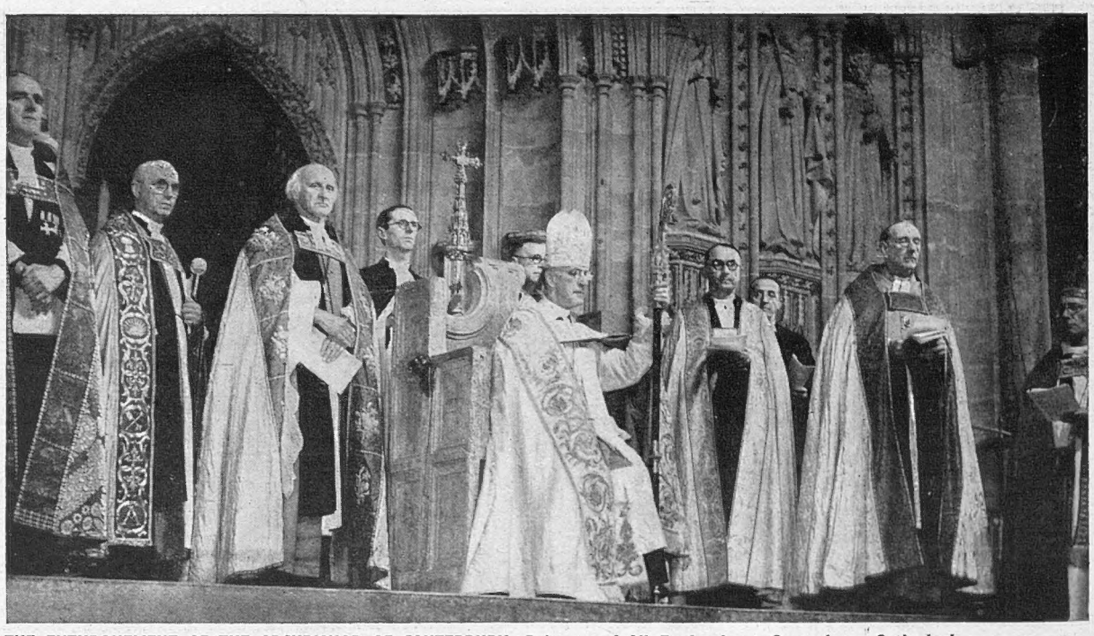
A WAR NEWSLETTER —No. 295

1, NEW OXFORD STREET, W.C.1.

Teaching Hate.—Our great war machine—propaganda branch—is working all-out to-day teaching us as never before to hate the Germans. On the spot, the Army commanders are doing the same job—while the iron is hot, and before the proofs fade, vanish, die of starvation—to teach the complacent sadists of Germany to hate the sadism of the active sadists. Photographs of torture-chambers, piled corpses, bloody garments, shoulder out even the newest tanks and planes, and the war strategists take a back seat while the voices of the *actually* tortured tell the tale of modern war as waged by Hitler's chosen. In all this there is much for reason and logic to commend. Our notoriously short memory, for example. And certainly there is no better way to begin educating the Germans than by showing them living (or dying) proofs of the indescribable bestialities their own sons and husbands have been committing daily for years. The doubt remains in my mind: Can permanent hatred of a race be inculcated? We have the extraordinarily significant evidence from men who were only yesterday undergoing torture in these camps that to them the unspeakable horror was not *real*. They feel that they have passed a year (or four years) *out of the world of reality*—it might have taken place on the planet Mars—there is nothing in their memory or experience with which to compare this orgy of sadism of which they were the victims. It was . . . just a nightmare which cannot again be recaptured in detail. And another thing. It has taken us in England (quite obviously) all these years to accept beyond doubt the 100 per cent. truth of this sadism. We have *heard* of it (chapter and verse) for years, but it was not until we had *visual* proof (photographs of corpses, etc.) that our last doubts—the unreality of the "impossible"—were removed. We have had these atrocity stories from the concentration and prison camps pumped into our ears since 1940, and earlier. We have none of us denied the truth of most of them, not even those who still believe in the lies of war. But, even so, it is clear as paint that, until we had *visual* proof, the bulk of us remained partially doubting Thomases. The horror, surprise, *revulsion*, of April 1945 are clear evidence of the need of *visual*, to reinforce *aural*, proof. (It was so on the journey to Emmaus.) That is a point which propaganda chiefs will doubtless take note of in future campaigns.

Calling All Fronts.—On Monday, April 16, 1945, we had reason to believe that the final issue had been joined at last *on all fronts at one time*. From Hitler's last desperate rallying-cry we learned that the Russians had begun the long-awaited smash-through from Kuestrin. A rallying-cry must be backed by some show of confidence. Hitler's confidence was based on a last desperate intuition that God had "liquidated" Roosevelt at the eleventh hour to swing the tide of victory back to the side of the Nazis. (Or so his words were generally interpreted.) And I think no other tiger could have thought of that. If we doubted the intuition, we had no reason to doubt the news. We had from our own side the news that the Fifth and Eighth Armies had launched their all-out assault to the Po Valley and beyond. In the west, Bremen, Emden and Hamburg were all closely threatened, Holland cut off and the Elbe crossed, the Czech border reached, Nuremberg captured and the Rühr cleaned up with 200,000 in the bag. The news from the Far East was hardly less devastating to our enemies, in Japan, in the islands, in Burma. It was not unreasonable that on April 16 we awaited Mr. Churchill's war-situation report with the expectation of a melon rather than a raspberry. At least it may be said that often during this war "optimism has broken in" on grounds of reasoning far less logical and on facts much less proven.



THE ENTHRONEMENT OF THE ARCHBISHOP OF CANTERBURY, Primate of All England, at Canterbury Cathedral: On Thursday, April 19, Dr. Geoffrey Fisher, the former Bishop of London, was enthroned as the ninety-seventh Archbishop of Canterbury. Only a bare three years separated this enthronement from that of Dr. Temple. Before the service opened several processions entered by the great West Door—academic, military, municipal, Governmental and, finally, the Lord-Lieutenant of Kent, Lord Cornwallis. The music was sung and played by the Cathedral choir, the B.B.C. orchestra under Sir Adrian Boult, and the trumpeters of the Royal Military School of Music, Kneller Hall. Mr. G. H. Knight was the organist. The new Archbishop is seen seated in the chair of St. Augustine in the nave of the Cathedral, where he had been installed by the Dean of Canterbury, Dr. Hewlett Johnson, seen standing on the Archbishop's right

Ca' Canny Again.—But those who expect (or expected) an announced date for celebrating V-Day are, I believe, all set for a disappointment (or already digesting it). I do not see how we can talk of victory (even if we have the heart to "celebrate") while whole countries in Europe and the East remain in slavery to Nazidom and tyranny. Myself, I expect more instructions to ca' canny with hope and wishful thinking; more counsel to patience. And, if it so prove, the melon will go into cold storage and the raspberry should be served out, not to the public but to all those pundits (who know more, and should know better) who are for ever throwing their hats in the air and halloo-ing, across the barrier, in the post-war recreation-ground. How sick we are of alternate applications of carrots and the curb from the jarvies in office! If our oft-repeated warning that if you want to end a war quickly, you should do your planning for peace *silently*, has certainly fallen on deaf ears, it is not the less sensible. But you can't stop the tongues of the minor pundits, who are assured that theirs is a divine mission to make pronouncements, spill words and give light to those that sit in darkness—the blind leading the blind-fold.

Pockets.—The truth is there is still a devil of a lot to be cleared up and cleaned up. There are "pockets" in the Yalta agreement as well as on the fighting fronts. We always knew in our hearts it must be so, and of late we have had clear proofs. Mr. Roosevelt's death has grievously affected a situation which was always uncomfortable and tricky, and not alone as regards Poland. I doubt if the Allies see eye to eye on the use of German man-power, for instance; and it cannot be blinked that when Stalin feels a thing strongly, he acts instantly, and unilaterally. That is embarrassing for the Democratic partners, and the late President's personality was certainly the most effective brake on Stalin's unilateral excursions. The pockets—diplomatic and military—are as large as life and as ugly, and as full of junk and trouble. The Polish issue as an example of the one kind, Norway of the other. V-Day, if it is to signify anything at all but a *mi-carême* junket, must wait on the cleaning-up of these pockets. And who but the insensible and the callous want a junketing or Mafeking at a time like the present?

Papen.—When you are turning-out a pocket, it is always pleasant to come upon an old favourite half-forgotten: an old blade, a rusty key, a shabby pouch. And now it is especially pleasant, when turning out the Rühr pocket, to happen on . . . Papen! The old fox has been run to ground, not for the first time; and he whined about being an "old man," just like that other old fox Simon Lovat. *Que diable allait-il faire dans cette galère?* The surprises of war are infinite and usually unpleasant. This is not the nastiest Nazi to be bagged. It might have been Ribbentrop. Both are perfect examples of the Bounder and the amateur diplomat. Both would call themselves "men of the world." For Ribbentrop the rope is too good; but almost all the world must have a sneaking affection for old Pap. He has intrigued so long and so obviously, and has behind him such an unbroken record of failure as to endear him to three generations of men. I admit I am rather sketchy now about his chequered career. He intrigued in his cavalry days and got no higher than Major. He intrigued long and arduously in America in the First World War and was found out all the time. In the 'tween wars' political drama, he got his name billed among the stars and was quite patently a mere super. He plotted in Austria. Most of this war he plotted in Turkey and all his plots collapsed. He is the clown of diplomacy, the Grock of the chancelleries of Europe. "Nobody minds old Pew"—or old Pap. We mustn't hang old Pap, *positively*. We must put him in the Zoo—in the appropriate cages. He was born to bring joy and fun to the nations. We must feed him on monkey-nuts.

Cheating the Hangman.—A year or so ago, when "some of the best brains of the country" began to occupy themselves with setting up machinery to supply Jack Ketch with victims from the Nazi arch-criminals and lesser torturers, I ventured to prophesy that very many of them would escape that net, however small-meshed, and cheat the hangman. I consoled those readers most likely to be disappointed by the prophecy with the trite saw that God's judgment might prove not less effective than man's. The observation brought me a packet of trouble. Robust readers in England and America cursed me for a wobbler, and one or two have continuously bombarded me with illustrations of Nazi tortures and other proofs of the Nazis' unspeakable crimes. As if proofs were needed . . . ! But the event suggests every day that the prophecy may not be so wide of the mark. Assassination, lynch law and suicide are already playing the devil with our "little list," and God also is moving in a mysterious way. Take letter "H" alone in our "little list." Hitler is still alive (we believe), but is he happy? He has had his "five years" and more, and certainly few of his followers can now "recognise Germany." It 's not a pleasant end to the career of a God Almighty to be kept alive by his high priests solely as a sort of inverse mascot for their last Gadarene bolt. And Hess? Once mad in a big way, he is now no more than a village idiot, mowing and mumbling. And Hinkler (or whatever his name is) has died in the dirty straw after drinking a dish of photo-development solution. And there is reason to think that Himmler's "lot is extremely hard." One might almost declare that Hell is dropping its aitches, of which I have named only a few capitals. Indeed, it is not unreasonable to claim that the prophecy is coming true and will embrace most of the letters of the Nazi Newgate alphabet. But I hope we shall hang someone, even though hanging be too mild an end for the humblest torturer.

A Comfortable Word for Mr. Truman.—There is a famous old parable which concerns the hardship and difficulty of filling the place of a famous chef. If my memory serves me, it was used in that good play, *His House in Order*. However good the new man's sauces, always the shadow of the late Master's perfection hung over his kitchen, and qualified his efforts. And what is true of kitchen chefs has been true of *chefs d'état*. Mr. Truman, little known to the world, succeeds a man infinitely great, by common consent of the rank of Lincoln and Chatham. But we in England have many examples of heads of State who have succeeded to their inheritance and vast responsibility to the shaking of heads; and *succeeded* to admiration. We need not go far back. When Edward VII died, all heads were shaken. An untried, unknown man assumed the crown he had worn to admiration. Do you remember when that unknown man died? There were that day no doubts about his fitness and achievements. And after the abdication crisis, the heads shook again. But *not for long*. . . . The hour usually finds the man, and great responsibility fits a man for responsibility. Mr Truman may find these things true, as well as comforting.

THE OLD STAGER

THE HORROR CAMP AT BELSEN

The Appalling Revelations After the Allies had Reached this Nazi Concentration Camp

During the advance of the British Second Army, the huge German concentration camp at Belsen was relieved. Some 60,000 civilians, mostly suffering from typhus, typhoid and dysentery, are still dying there in their hundreds daily, despite the frantic efforts being made by medical services rushed to the camp.

Belsen was declared a neutral area before we arrived, and the Allied Military Government stood by to reach the camp at the earliest possible moment: it was freed after the most indescribable scenes—60,000 people starving and without water for over six days; the camp littered with dead and dying; and huts capable of housing thirty people in many cases holding as many as 500. It was impossible to estimate the number of dead among them; the others were too weak to remove the bodies, so that they just had to remain.

Despite all this horror, S.S. guards still remained in command of the camp, including the Commandant: and now the S.S. men and women are being made to cart and bury, in their thousands, the unfortunate civilians who had been slowly tortured to death. In most cases their only crime was that they had been born Jews.

That Belsen was not the only horror camp in Germany is shown by the further pictures reproduced on the two following pages.

ENDLESS PILES OF CORPSES AWAITING BURIAL IN THE CONCENTRATION CAMP AT BELSEN. The former S.S. guards at the camp—both men and women—are now being forced by the British at the bayonet-point to cart away and burn the thousands of victims they slowly tortured to death in this most infamous of all German concentration camps

CAMP SERGEANT-MAJOR at Esterwegen, in Holland—a typical, ruthless Nazi. Released prisoners testify to his unrelenting brutality

WOMEN OF THE S.S. AT BELSEN. Their bestiality and brutality has been stated to equal that of their male colleagues. Amongst these women were shocking examples of depravity. They are now being held as prisoners

THE COMMANDANT OF THE BELSEN CAMP—S.S. Hauptsturmführer Josef Kramer, now under guard and awaiting trial for his infamies. He has been accused of some of the worst crimes during his administration

A PART OF THE CAMP AT BELSEN: In this section hundreds upon hundreds of women lived—worse housed than animals, in huts made out of blankets and rags and amidst indescribable conditions. Many of them had lived in these inhuman surroundings for years

A BELGIAN PRISONER AT BELSEN: Blinded by continuous beatings and long suffering, this man was only one out of thousands of victims of the Nazi horror

The INHUMAN ATROCITIES OF THE NAZIS

Appalling Pictures from the Liberated Prison Camps where the Gestapo had Full Powers

For years now—before and since the opening of the war—people in the free countries of the world have doubted many of the "atrocity stories" brought out of Germany by anti-Nazis. Some have thought them lies, others have thought them gross exaggerations.

The pictures reproduced here have been taken by Allied photographers accompanying our armies in Germany, and they have been officially circulated in Britain. They show some of the horrors—far transcending anything previously thought possible—wrought by the Nazis against their helpless prisoners. The pictures come from six camps captured by our soldiers: probably there are many other similar camps not yet captured.

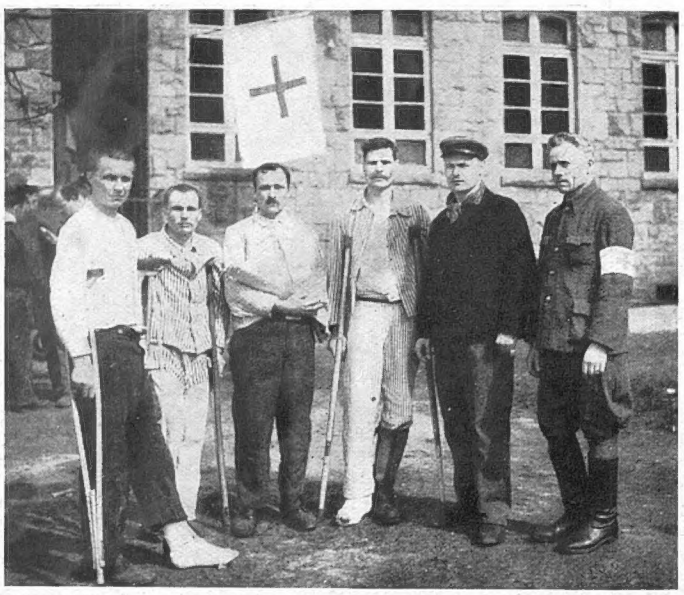
The most gruesome pictures have not been reproduced here; so brutal are they that they are unfit for publication except in medical journals. Those that are given convict the whole German nation for acquiescence in the most appalling crimes against humanity and for allowing such horrors to be perpetrated by their Gestapo without any recorded protest.

Appalling as these pictures are, we consider it a duty to make them public, so that the world may know now—and remember when peace terms come to be discussed—the nature of the people with whom we are now dealing.

GENERAL EISENHOWER visits the camp at Ohrdruf (see upper right picture) **and listens to an ex-slave labourer's terrible story**

NORDHAUSEN, 50 MILES SOUTH OF BRUNSWICK, WHERE 2,500 POLITICAL PRISONERS WERE FOUND DEAD AND STILL UNBURIED IN THE CAMP: At Nordhausen the Germans had built their biggest V-weapon factory. And here they had brought an army of foreign labourers for forced work in the tunnels underground. Nine thousand of their bodies were cremated in one year as a result of the inhuman tasks they were compelled to perform: many of those found to be alive will never survive. When the Americans entered the tunnels, they found dead, dying and living all lying together in the barracks: of the 900 people in the hospital it is certain that at least 15 per cent. will die. Yet near by was a town of 45,000 inhabitants who showed no signs of horror to the war correspondents of what they witnessed daily. When the factory was captured, there were 2,500 dead political prisoners, all of whom were still unburied. Six hundred men from Nordhausen were forced by the Americans to carry out this gruesome task, and the three pictures reproduced here were taken whilst this was being done

THE DEAD BODIES ARE BROUGHT OUT OF THE NORDHAUSEN FACTORY by Germans for burial in huge trenches



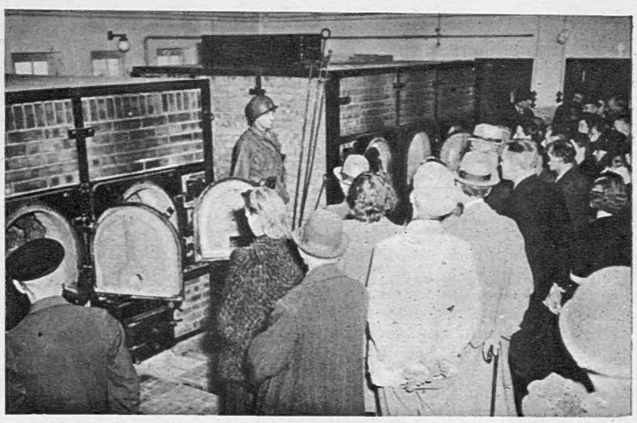
OSNABRUCK: RUSSIAN PRISONERS OF WAR DELIBERATELY MAIMED BY THE GERMANS. These men were liberated a few weeks ago from a German Red Cross hospital near Osnabruck. They had been forced to work in mines, and all their injuries were inflicted on them by the Gestapo and S.S. *None of these men had been wounded in action.* Amongst them are cases of broken legs and arms: in one case, a Russian had his leg placed between the bars of a gate and twisted until it broke in two places. Other victims shown in these pictures are suffering from malnutrition. Practically all will be cripples for life. Some of the maimed men are here seen with a Russian doctor and his Red Cross assistant (on right) just after their release

GERMANS FROM THE TOWN OF NORDHAUSEN are forced to bring out the dead, dig graves and bury the 2,500 victims of the Nazis in huge trenches near the town. The Burgomaster had been ordered to supply 600 Germans for this purpose

OHRDRUF, TEN MILES SOUTH OF GOTHA, IN THURINGIA, WHERE WHOLESALE MURDERS WERE CARRIED OUT IN A NAZI PRISON CAMP: This picture shows an area in the centre of the camp with the bodies of thirty-one prisoners who had been shot and left lying. Most of them are believed to have been Jews from Czechoslovakia, but it is also believed that there was an American airman or paratrooper amongst them

The advance of the American Fourth Armoured Division in the vicinity of Gotha was very swift, and the Germans found themselves with little time to move the people interned in one of their infamous concentration camps. They had fenced an area with barbed wire, with twenty-one buildings each housing about 200 prisoners. The total of the camp was around 4,500, of which there were hardly ever more than 600 able to work, while the rest were ill of malnutrition and disease. Before the Americans arrived, those who could walk were herded on to the roads and marched away to another location. Many of the sick were loaded on wagons. There were a number, however, who were in too bad shape to be taken along, so they were dragged to the centre of the camp; while they were lying there too weak to move, they were executed by shooting through the head. Ordinarily the bodies would have been burnt, but there was not sufficient time for this. When the tanks of the Fourth Armoured Division reached the camp, this is one of the sights which greeted them

CAMP BUCHENWALD, NAZI HORROR PRISON NEAR WEIMAR, THE CITY OF GOETHE (!): The body of a hanging victim is viewed by Germans forced by the Americans to witness the gruesome spectacle. This is the camp whose story was broadcast to the world by Edward Murrow and reported throughout the Press on the following morning. It was first opened in 1937. Since then "more than 60,000 people have been systematically killed there—slowly or swiftly—by gun, rope, whip or starvation." The normal population of the camp was 40,000: when we took it over it housed only 21,000. The details as recorded by the war correspondents who examined the camp are of the most appalling description. Even when the camp had been liberated by the Allies forty men died each day as the result of their past monstrous sufferings. All the victims had died and suffered at the hands of the Gestapo—the foullest institution yet devised by man—and the crimes of these monsters were tacitly approved of by the whole German nation



SKELETONS OF DEAD BODIES CREMATED BY THE GERMANS AT BUCHENWALD: They had previously been hanged from hooks back to back. The citizens of Weimar were forced by American Military Police of the Third Army to parade through the camp and see the atrocities committed by their own countrymen

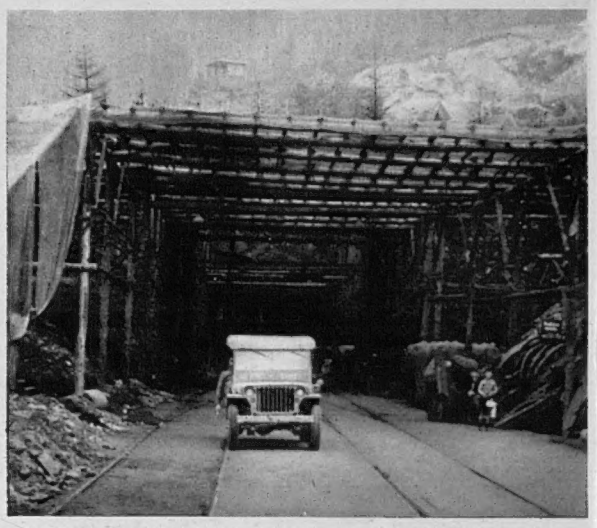
CELLE: A RUSSIAN SOLDIER after he had been "beaten up" by the Nazis. Troops of the 15th Scottish Division on April 12 stormed into the key communications centre of Celle, 130 miles from Berlin. Near by they overran Stalag XIB and liberated many Allied prisoners, including Russians and Frenchmen. Many of the prisoners had been housed in a stable with only straw for bedding. Here a Russian is showing a British soldier the marks of his beating while in the prison camp. One eye is black and closed up, and his face is covered with scars, cuts and bruises

ESELHEIDE: WHERE 30,000 RUSSIANS DIED OF PRIVATION after their capture by the Germans. In Stalag 326-6K were 9,000 prisoners—all Russians. The U.S. Ninth Army liberated them when they broke through to Eselheide, south-east of Munster and north-east of Hamm. When the Russians realised that they were free, they went wild. The Russians told our men that 30,000 of their comrades died at the camp through privation—seventy died of starvation each day. The 30,000 Russians are buried here. Some of the lines contain 1,000 bodies, but some contained many more

SECRETS of the V 2 ROCKET SITES REVEALED

After Their Capture by the Allied Forces

A V 2 ASSEMBLY PLANT BUILT INTO THE SIDE OF A HILL : In the town of Kleinbodungen, one of the largest rocket-bomb factories in Germany was captured by the Allies. This picture shows the tunnel entrance to it, with refugees emerging with their chattels after their ejectment by the Americans



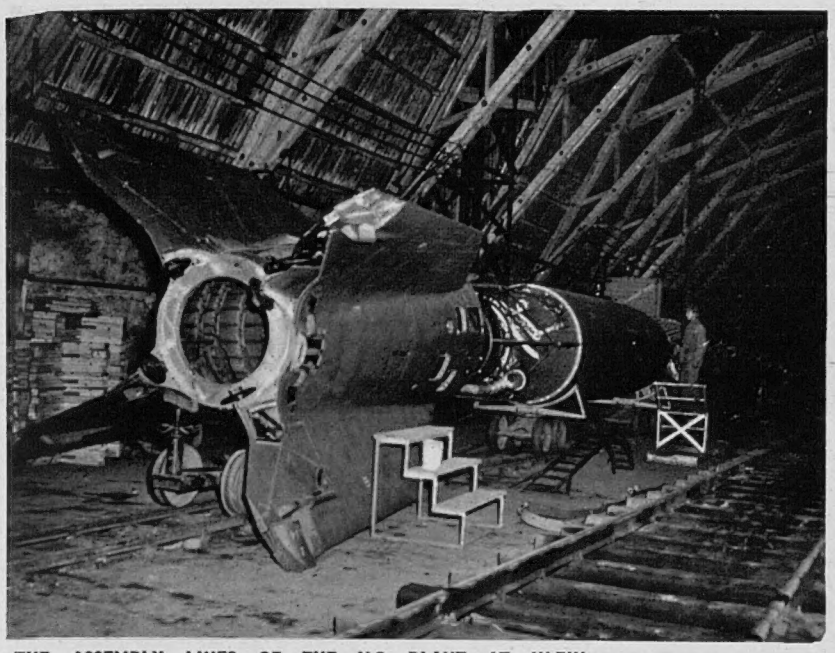
THE ENTRANCE TO THE TUNNEL AT NORDHAUSEN, with a jeep introduced into the picture as an indication of its size. The tunnels were large enough for a whole train to enter easily. Forty-five tunnels run for two miles under the mountain

TWO WAR CORRESPONDENTS INSPECTING V 2 TAILS at the roadside at Nordhausen. The factory was still working at the moment of capture : The American First Army have captured a V 2 factory under the Kohlstein Mountain at Nordhausen, where the workers were mostly slave labourers. When the Americans first entered, there were nearly 4,000 civilians living in the underground factory to escape the Allied air raids. This factory has three tunnels, each about a kilometre long, with another forty-two connecting tunnels : all were used for the manufacture of V 2 and V 1 weapons and aircraft engines. All of them were air-conditioned and with daylight lamps installed. Some of them were still working at the time of capture. Within this same area were the H.Q. of the S.S. for Central Germany

FRENCH FORCED-LABOUR WORKERS (in striped suits) show American soldiers the huge collection of fuel tanks for the V 2's. Each rocket contained two of these. In the background can be seen the entrance to the huge tunnel at the end of which the underground factory was hidden

THE BRITISH CAPTURE A V 2-WEAPON SITE and chemical factory in a German forest : V 2 weapons destroyed in the forest of Hannenberg. This is near Leese, where the Germans had also built a large chemical factory, believed to be related to the V 2 weapons. Many rockets were found here : most had been destroyed, but a few remained intact. The factory and site had been well camouflaged during construction. The above picture gives a good impression of the enormous size of the V 2 rockets

PART OF THE CHEMICAL FACTORY AT HANNENBERG. It will be noticed that, during the construction of the buildings, the enemy had camouflaged them to give the effect of trees growing on top. Planted in a forest, the factory must have been difficult to detect from the air

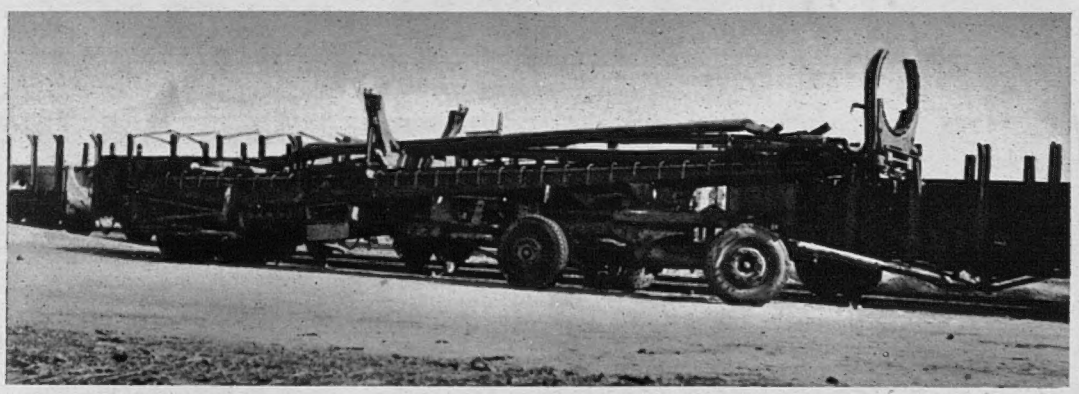


THE ASSEMBLY LINES OF THE V 2 PLANT AT KLEIN-BODUNGEN, where the huge rocket missiles were built in safety deep underground in a vast factory

AT HELLENDOORN, IN HOLLAND—A V 2 LAUNCHING AREA. Huge craters in the wooded grounds of the sanatorium caused by rockets which crashed during launching operations. The trees were uprooted by the explosions

MEMBERS OF THE HELLENDOORN SANATORIUM STAFF show Canadian troops a log firing-platform for V 2 rockets and pieces of tree camouflage : Canadian forces sweeping up through Holland overran the first V 2 site at Hellendoorn, north-east of Deventer. There were no concrete foundations or launching ramps. Firing of the V 2 is a much simpler process, apparently, than firing a gun. The only construction work was a log platform to take the weight of the rocket bomb. The selection of this site was in the woods surrounding the Hellendoorn Sanatorium. Members of the sanatorium staff, who were not permitted to approach the area, say that about 160 rockets were fired at the rate of five a day, ceasing on March 20. Logs bound with wire formed the launching platforms, and a deeply-rutted track running up to them indicates that the rockets were hauled up on a trailer. Loose branches in wire netting slung across the trees camouflaged the position from the air, and it is probable that a fresh site was prepared for each launching. Surrounding trees were scorched and seared by the intense heat generated during launching operations, and craters in the woods, surrounded by V 2 fragments, show that several of the missiles crashed immediately after being fired

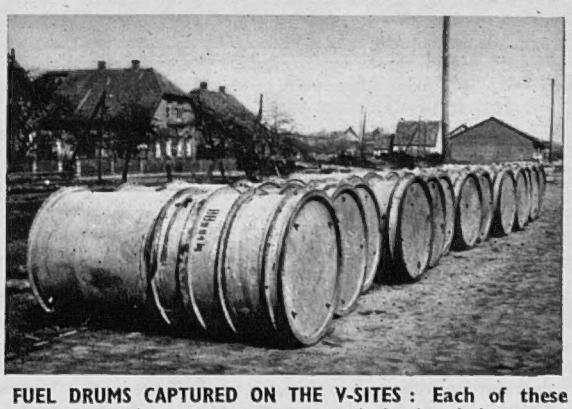
HOW THE SITE WAS CAMOUFLAGED : Branches slung on wires between the trees in the launching area at Hellendoorn, in Holland



A MOBILE LAUNCHING VEHICLE FOR THE V 1, OR "FLYING BOMB," now in Allied hands. Many of these vehicles were bombed by our aircraft during the campaign against the Dutch V-sites

A PATH BETWEEN THE TREES leading to the firing positions at Hellendoorn. It was along this path that the rockets were hauled up on trailers

A MOBILE FUEL TANK used by the Germans for the charging of V-weapons



FUEL DRUMS CAPTURED ON THE V-SITES : Each of these special containers measures 8 ft. by 4 ft.

HITLER PREPARES HIS NORTHERN "FORTRESS"

Allied Plans to Attack Norway as One of the Last German Centres of Resistance Described by FERDINAND TUOHY

THE rapidly-declining distance between Tolbukhin's spearhead and the heart of Hitler's "National Redoubt," round Berchtesgaden, adds to the interest evinced in the forming "Northern Redoubt," whose base is currently on the operations line from the Ems across to Rostock, and which extends through the Danish waist up to overhanging Norway. Stranger things could happen than that Hitler should try to gain this northern resistance territory should things become too hot for him in the Austro-Bavarian Alps.

A growing expectation rates this northern bastion, and particularly Southern Norway, as liable to provide the Nazis' last stand of all last stands, and the tightening-up under Marshal Busch, together with other recent factors, does nothing to invalidate this way of reckoning.

Among the new pointers may be cited the concentration of practically the entire U-boat fleet (estimated at 300 vessels) in Norwegian waters, the stocking and reinforcement of airfields in Denmark and Norway, the despatch of heavy guns and other war material to the latter by the risky sea route, and of ammunition even by air, the claimed sinking of a Norway-bound vessel full of V-bombs, the stiffening of garrisons by picked fanatics, not least from the crippled German Navy somewhere near Copenhagen and the Matrosen Korps, and the intensification of fortifying by Todt labour-conscripts.

There are really three layers in the vast Northern Redoubt.

Its southern portion may be likened to an annexe, or vast glacis, extending in an arc from the Frisian Isles in the west across to Rostock. This area supplies one of the principal military justifications for holding the Redoubt: success over any length of time will deny Montgomery the North German ports of which Emden, Bremen and Hamburg are the chief, and this would leave the Twenty-first Army Group with not invulnerable lines of communication extending some 300 or 400 miles back to Antwerp. The battered Dutch ports, when released, will hardly be any closer. And when the Germans are driven from their own ports, they can still hope to postpone their use by the Allies by squatting *à la Bordelaise* round the estuaries of the Dollart, denying Emden, and of the Jade, Weser and Elbe, denying Wilhelmshaven, Bremen and Hamburg respectively.

Likewise the Kiel Canal would be denied the Allies. In fact, this southern annexe may be said to extend up to the old Danish-Schleswig border at Flensburg. Busch's constantly varying strength—for example, when Berlin goes, he is expected to receive a sizable contingent of bitter-enders—can hardly be less than the equivalent of eight or nine divisions, slung together, it is true, yet containing much fanatical material.

As for the civil population, from 2,000,000 to 3,000,000 may be left, principally round Hamburg, though 74 per cent., or over 6,000 acres, of the once-great port is in ruins. North of Flensburg the picture changes. Well do I recall Flensburg, and British and French policing the canal dividing-line prior to the plebiscite of 1919. My paper sent me two months too early, and I had a charming time living in Edmund Gosse's old flat on Copenhagen's Gammelstrand. In passing, the Danes not only accepted the vote which turned against them; they welcomed the test as calculated to protect them from future German swarming. Taken under Germany's "protection" five years ago, they have been better treated and more docile than other occupied peoples, but Scavenius' more-than-appeasement policy, never popular, was actively rejected last summer.

In a previous article, I suggested the following definition of a Nazi Redoubt: "A region lending itself naturally to defence, well knit, possessing within its confines certain imperative raw materials, war factories and food productivity, together with a friendly or, at any rate, docile and co-operating population, and not mortally vulnerable to saturation block-busting." How does Denmark figure on such premise, as the waist of the Northern Redoubt?

Except that it is made up of 500 islands outside the Jutland mainland, Denmark does not lend itself naturally to defence. It is all flat. The highest point is no more than 560 ft., while the North Sea coast from Sylt up to Skagen is a continuous line of sand dunes and shallow lagoons. The east coast has sheltered harbours and fiords where landings might be possible from the Baltic side. On the other hand, most of Jutland has become a prohibited area since General Von Hannecken took over, and elaborate defences are in course of completion, based, no doubt, on the lessons of Arromanches.

Well knit Denmark certainly is, having first-class road, rail and ferry communications with all parts. But it sorely lacks raw materials, having been so dependent on a now largely cut-off Reich. A high percentage of the 4,000,000 population has been engaged in factory life since 1940, and the Nazis will have stored raw materials against the day of isolation. The Danes are still well fed, yet that is not to think of Denmark as a larder without end. The Germans have been living on the cattle, or exporting it to "Greater Germany." And Denmark will have to nourish most of the Northern Redoubt area, comprising at present 8,000,000 people at least, though this total will gradually shrink.

As for the Danes, they are no longer co-operative. There is growing sabotage of communications, while the Resistance also tends to immobilise the Wehrmacht and to strike at special targets.

Except for the 30,000-strong Shalburg Corps of Danish Nazis, the Danes are waiting on tiptoe; somewhat fearfully, maybe, since they know that Gestapo Chief Pancke has it in his power to destroy Copenhagen and much else besides of an almost intact national machinery and plant. The Shalburg lot is expected to fight with the despair of condemned men. As the main force, four or five German divisions are thought to be holding the Danish waist. The Russians are extremely interested in the future usage of the Skagerrak opening on the North Sea, and, with the Baltic considerably cleared of German warships, the Nazi garrisons on the eastern Danish islands must be as alert as those manning the Esbjerg coast, 300 miles from Lincolnshire.

So across to Southern Norway. The idea that Hitler wanted to evacuate the ten or eleven small divisions believed to be in Norway is probably wrong. He will ship picked troops south to support Busch, but that is movement within the Redoubt, and, back through Denmark, remnants may be expected to regain Norway one day. By that time the German garrisons, principally in the Bergen-Christiansand-Oslo triangle where the 1940 fighting took place, should have been stiffened by all kinds driven from the sea—for the Fleet, particularly the U-boats and E-boats, was carefully manned by Nazi zealots. Instead of a surrender trip to May Island, Doenitz's remnants are likely to open the seacocks round the Skagerrak and Kattegat and then go ashore and join in the fight. Whether a progressively-grounded Luftwaffe will be as keen to go on fighting, is another matter.

Along with them would be other "extras" in the shape of the Hird under Thoralf Thronsen, who is said to have the strength of a small division, about 10,000, between the ages of eighteen and twenty-five. One does not have to emphasise the defence such skilled fanatics could put up in their mountains, and there are also Austrian Alpine troops on hand from Finmark. The hub of the eventual last Norwegian holding-out is thought to be the inaccessible plateau of Lillehammer, 100 miles north of Oslo, which also has cave facilities for V launching. Piloted planes would be 400 miles from England. These could also come from east of Hamburg, as well as from Jutland, 300 miles from East Anglia. If Hitler doesn't do a last piece of frightfulness, 'twill surely be that he no longer has the bombers or can't trust the crews!

Not many of the Hird are joining "The Rowing Club," the name given to repentant traitors who go over covertly to the Norwegian Forces of the Interior. But the latter are going strong, with planes dropping supplies of arms, ammunition, equipment and other things. Yet it is no use dodging the fact that this ultimate Norse "pocket" could be the toughest of all by reason of the fact that the senior and stiffer elements of most of the other "pockets" should fetch up there, either by air or sea. That is why I suggest some of the Nazi leaders, even Hitler himself, may one day be of the party. After which there 's still a submarine—whither? Mystery!

From the Northern Redoubt more than from the Bavarian one, can Hitler hope to prolong operations until the autumn, by which time he calculates that his Continental blockade, port-holding and destruction will have projected a chaos that in winter might lead to anarchy?

Other talk is of giving "pockets" a surrender time-limit and, "if not," pouring fire on declared outlaws. An advantage of no-surrender is that the fanatical dangers of to-morrow are exterminated; its disadvantages, more misery for civilians.

Surely Sweden can do something about Norway and Denmark in the Northern Redoubt? Sweeping the Kattegat and Skagerrak of its minefields could be a big help and in Swedish interest at that. One understands prolonged Swedish fence-sitting and how she feels such compassion for her neighbours. But it is now quite safe to have a crack at Germany and by doing so Sweden would not only mitigate threatened Danish and Norwegian suffering: the victors could the more quickly get down to the terrific business of succour all round.

A GERMAN SLAVE HUNT—in the Year 1945

A JEW IN THE AMSTERDAM GHETTO is rounded up by the Gestapo and the Wehrmacht

CAPTIVES FOR FORCED LABOUR are made to kneel in the streets before being marched off

ONE OF THE LABOUR SLAVES is made to run down the line in Amsterdam

ORDERS ARE ENFORCED AT THE POINT OF THE GUN after the house-to-house round-up

These photographs were taken secretly in Amsterdam and smuggled out of Occupied Holland. They show how the Gestapo and Wehrmacht "enlisted" foreign labour for service in Germany as recently as the early months of this year. For this purpose a brutal house-to-house search was conducted throughout Amsterdam and the city's Nazi-established ghetto for Jews sufficiently fit to do slave labour. What happened to them during the round-up is indicated in these four photographs

THE MASS PRODUCTION OF SHIPS FOR THE ALLIED NEEDS IN BURMA : Vessels undergoing construction on a beach alongside the mighty Chindwin river. The materials come from the local forests and most of the motive power is provided by the trained Burmese elephants

THE "POCKET" COMMANDER OF THE "DAGGER" DIVISION : Major-General T. W. Rees (on left) in Mandalay with Lieut.-General Sir Oliver Leese, C.-in-C. of the Allied Land Forces, after the expulsion of the Japs

SHIPS STRUNG TOGETHER IN THREES and decked over to carry ten tons of vital war supplies along the Chindwin to its junction with the Irrawaddy : From the tree to ship in mass production is one of Burma's offerings to the Allied war supplies pool. Whereas in great British and American factories the raw materials move along a production belt from start to finish, in Burma the elephant provides the principal motive power. The Chindwin river is becoming an immense communication channel with the forward areas, and its fleet of little ships, Dukws, sampans, and outboard motor-boats, is being rapidly augmented with serviceable craft built on the banks of the Chindwin from wood cut in the hinterland forests

The PROGRESS of the CAMPAIGN in BURMA

Pictures Taken Since the Fall of Mandalay

A stocky little Welshman, only 5 ft. 5 in. tall, full of energy and ebullience, is the Commander of the 19th Indian "Dagger" Division which stormed into Mandalay and captured it after a fortnight's severe fighting. Major-General T. W. Rees is known to his troops as "Pete," or the "Pocket Napoleon." He is always up with the men in the front line; in Mandalay recently he was so near the Japanese positions that a member of his escort was shot and killed by enemy fire. Before Mandalay fell, General Rees walked round the liberated part of the city, dangerously conspicuous by reason of the scarlet scarf he always wears round his neck, with a Union Jack in his pocket ready to hoist on Fort Dufferin when it fell. When the Union Jack at length fluttered from the last Japanese stronghold General Rees was reminded of an earlier day in his military career when, serving in Burma as a junior officer, as a subaltern's prank he shinned up the flagpole on Fort Dufferin and hoisted another flag there. Very fond of his troops, who are equally fond of him, General Rees is one of this war's really great fighting commanders

THE MAIN RAIL LINK NORTH FROM THE CITY OF MANDALAY—the Ava Bridge, demolished by the Japs before they were forced to retreat. A dizzy path is now the sole link between the north and south sections. One of the world's big bridges, the Ava Bridge near Sagaing, in Burma, the only road-rail bridge across the Irrawaddy, is the rail link between Mandalay and the routes to the north. On March 17, 1945, a mixed striking force of all-Indian troops, assisted by Burmese irregulars, seized the north end of the bridge, while later in the day a patrol of the Worcesters reached the southern end. The two pictures given here show how traffic now proceeds over the damaged structure by means of a foot-bridge

THE FOOTPATH ON THE AVA BRIDGE which descends to the river level and then climbs up to the bridge again on the other side of the gap between north and south sections

THE LITTLE SHIPS FIGHT AT TEN YARDS RANGE: DURING ONE OF THE CLOSEST BATTLES YET FOUGHT IN THE NORTH SEA, A BRITISH M.T.B. RAMS A GERMAN E-BOAT AND SINKS HER—*Drawing by Montague Dawson*

The incident depicted in the drawing above occurred a few week-ends ago. On two successive nights, the enemy sent out strong forces of E-boats. On both occasions they were intercepted.

First contact was made by a Wellington of R.A.F. Coastal Command. In the early hours of the following morning, the enemy was engaged by a British destroyer and frigate.

A fierce action then ensued, during which two E-boats were severely damaged and a third repeatedly hit by gunfire. Coastal Command Swordfish aircraft then shadowed the enemy to report his movements. H.M. ships pressed home their attack to such close range that one of the M.T.B.s was damaged by the leading E-boat and subsequently sank. Another M.T.B. rammed the second enemy vessel in line, and this E-boat, after being raked from stem to stern with gunfire, was seen to sink.

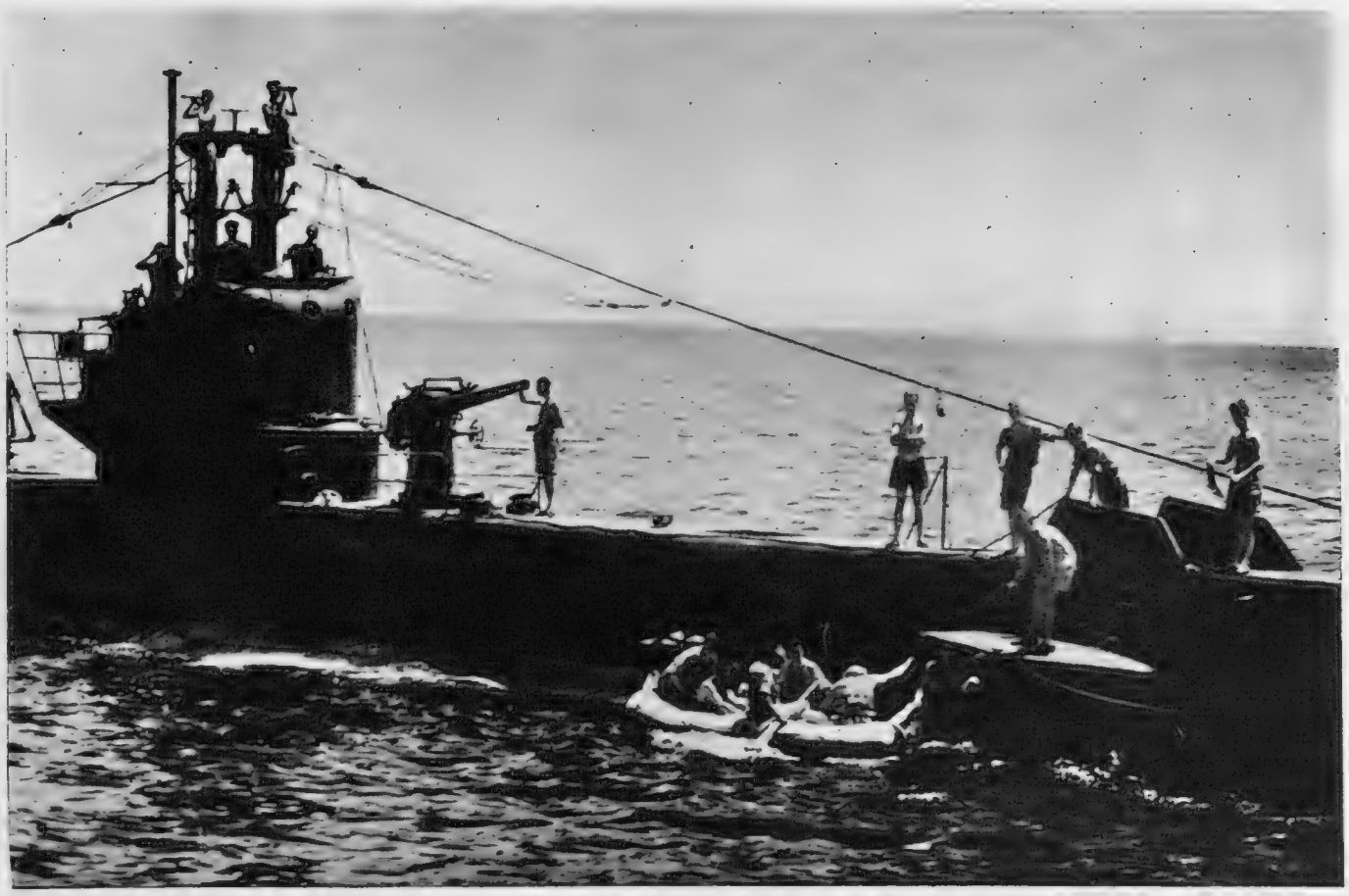
In the drawing above, the vessel in the foreground is British: she has a displacement of about 32 tons and a speed of over 40 knots: she carries two 21-in. torpedoes. Behind is a German E-boat of similar type: she displaces 62 tons, but has a speed of only 33 knots—she carries two 19-in. torpedoes.

THE NAVAL WAR

—In the North Sea and in the Pacific Ocean

—Two Special Sphere Drawings

THE LARGEST AIRCRAFT-CARRIER IN THE WORLD ready for launching at the Newport News Dry-Dock in Virginia, U.S.A.: This picture gives a stern view of the U.S.S. *Midway*, the first 45,000-ton aircraft-carrier to be built by the United States and by far the largest carrier in the world. She is the third warship to be named after the historic Battle of Midway, and is a sister-ship to the U.S.S. *Coral Sea*, which is to be launched this spring at the Brooklyn Navy Yard. The *Midway* was launched on March 20 from the Newport News Shipbuilding and Dry-Dock Yard in Virginia. She will carry more than eighty aircraft on board, which may be twin-engined



THE RESCUE OF A SUPER-FORTRESS CREW 800 MILES OUT IN THE INDIAN OCEAN: Four of the American airmen (with two of the Catalina crew) push off from the British submarine which picked them up, to transfer to the flying-boat. Nine survivors of a blazing Super-Fortress, which crashed in the Indian Ocean, have been recovering in hospital in Calcutta after rescues carried out by two R.A.F. Catalina flying-boats and a British submarine. The Catalinas flew 800 miles out to sea, and, on two successive days, brought back the men to an Eastern Air Command Base. The airmen were survivors from the crew of a B29, who had baled out after a Japanese fighter had shot out their No. 1 engine and started a fire in the wing. One Catalina picked up five of the men from the sea, while the other flying-boat brought back another four men who had been rescued by a British submarine which had picked them out of the water

THE TOWERING SIDE OF A MODERN AIRCRAFT-CARRIER AS IT APPEARS TO A VISITOR APPROACHING IN A SMALL LAUNCH—*Drawing by Wm. McDowell*

In order to keep the deck of an aircraft-carrier clear for aircraft operation, much of her gear and fittings have perforce to be arranged on the sides of the hull. This gives the modern carrier an oddly "busy" appearance. The sides are pierced with openings for launching the boats, etc., and many sponsons project to carry the A.-A. guns, cranes, searchlights and other equipment. Even the radio aerial is carried on lattice-masts on the side, which are laid horizontally when aircraft are landing on or taking off. The artist of this drawing had the privilege of being shown over the *Ark Royal* when she was completed just before the war. He asked a naval officer (her first commander, Captain [now Admiral] Power), who had just been appointed to her, what he thought of his new ship. "A ruddy Christmas-tree," was the surprising answer. "Look at all the presents hung on her!"

A "SURPRISE BATTLE" FOR THE LINE OF THE EMS CANAL: This was not a set piece, but an action which developed almost haphazardly—a sudden flare-up between British infantry and tanks and German machine-gunners hidden in woods on a hog's-back ridge *(See notes below at left)*—*Drawing by E. G. Lambert*

BATTLE PICTURES from the WEST FRONT

Scenes During the Great Race Forward Towards Berlin

—*Special Sphere Pictures*

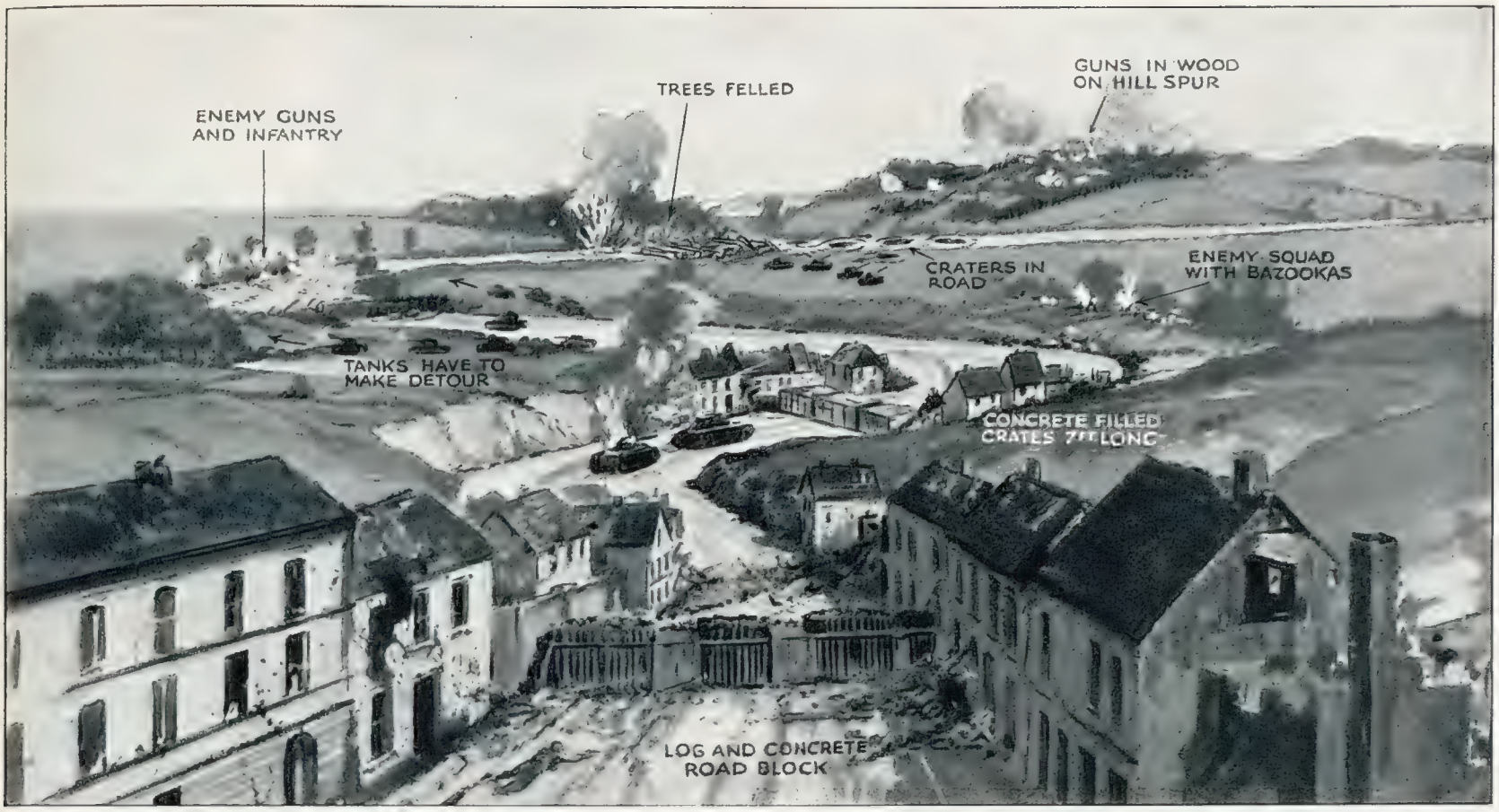
"One might divide battles into the set pieces which are launched after due preparation with an elaborate time-table, and those which occur haphazard," wrote Mr. Christopher Buckley in a recent despatch. The battle depicted in the above drawing illustrates one of the latter. It took place near the celebrated Dortmund-Ems Canal.

"Dominating the road that runs eastward along the farther bank, I noted a sharply-rising hog's-back ridge, its crest and sides very thickly wooded," he wrote. "Suddenly I heard the sharp and rapid rattle of Spandau fire from the direction of the wood and an answering burst from lower down close to the road. Looking up, I noted a number of our tanks strung out in hull-down positions under the brow of the ridge a few hundred yards short of the first fringe of wood. They were firing back brightly-hued tracer shots into the wood. The Spandaus rattled back with renewed vigour.

"It was an odd battle. The Germans, apart from their tanks, which seemed short of ammunition, for they fired seldom and at long intervals, had only small arms. With these they could not reach the road without leaving the protection of the woods, though they could make any approach by infantry across the open slopes unhealthy. The Allied tanks—there were plenty of them—could not penetrate among the close-growing trees. They were obliged to keep firing from a hull-down position.

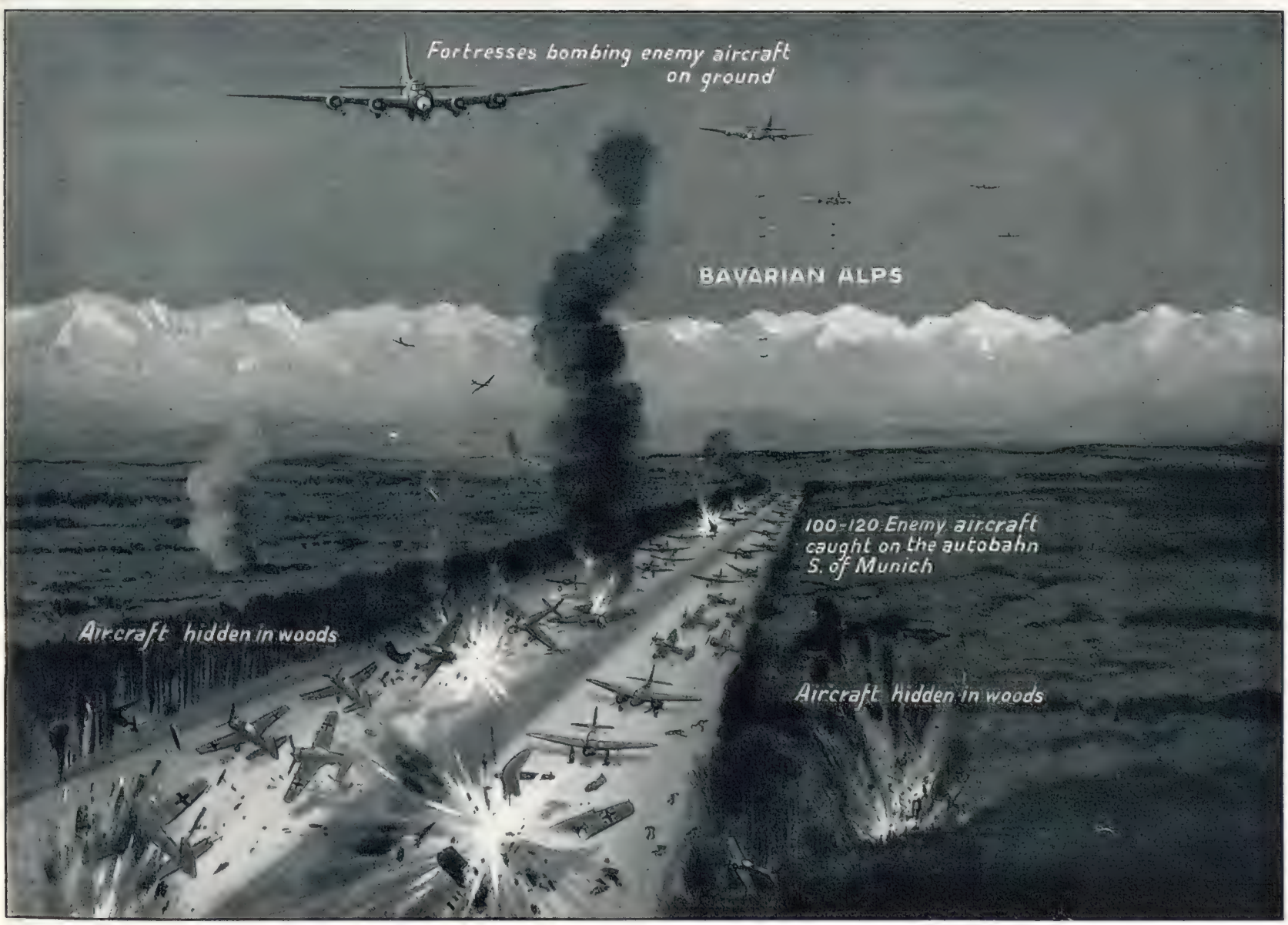
"While one infantry battalion kept the enemy in play from the front, another, keeping under cover along the lanes, worked their way on foot right round behind the ridge to attack it from the rear. Such a manœuvre is possible only under the conditions of open warfare that prevail at present. Just before two o'clock the Monmouths were in position to attack from the rear. Between 600 and 700 mortar bombs had been dropped into the centre of the wood. Then the infantry went in to attack from the rear. There was a quick burst of fire forward over the wood. A farmhouse, hitherto immune, lying near the forward fringe of the trees, burst into flames. The Allied guns were ranged upon it, but so, apparently, were the German tank guns. So both sides shelled it simultaneously. That is the sort of thing that happens in battle."

THE LAST MOMENTS OF A GERMAN SNIPER IN ZUTPHEN, in which town half-crazed Nazi youths "fought like devils" to hold up the advance of the Canadians—*Drawing by W. G. Whitaker.* When the Canadians advanced into Holland, they found many of the towns and villages defended with fanatical zeal by young Nazis lurking in houses, in the woods, or anywhere else. "Snipers seem to be everywhere," said one war correspondent, "lurking behind vegetable dumps and hiding in houses." These boys had to be winkled out one by one—with flame-throwers, tanks, grenades and bayonets. The end of one of them in the town of Zutphen is depicted in this drawing



HOW THE GERMANS TRY TO HOLD UP THE ALLIED ADVANCES: The types of road-blocks encountered by our tanks during their great advance in towns and villages and in open country, supported by the enemy's guns and bazookas and infantry—*Drawing by E. G. Lambert*

During their hurried retreat across Germany, battle groups of the enemy have been trying to impede our progress: the method usually employed is to throw up a road-block across one of the main lines of our advance, and protect it with covering-fire from artillery or tanks, with infantry dug in close to the road-block itself. One such was encountered by the Guards: It represented only a local obstacle, but it was held in some strength. Two courses are open to the Allies: they can either go round the obstacle—if there are adequate side roads—and leave it to be dealt with by the support troops or they can engage it and hasten up the field artillery and heavier arms. Sometimes one method is employed; sometimes, the other. The Germans are expert too at cratering the roads to delay the advance of wheeled or tracked vehicles: enemy infantry will then dig-in around the block, and self-propelled guns or tanks will hover round the neighbourhood to lend additional fire. The principal road obstacle, however, now consists of a couple of large, well-shaped wooden crates, not less than 7 ft. in length, filled with concrete. These are situated in places where the route is narrow and where the fields on either side are somewhat above the level of the road. One or two infantrymen with anti-tank rifles concealed behind these can cause quite an effective temporary hold-up



THE SLAUGHTER OF THE LUFTWAFFE ON THE GROUND: One hundred and twenty German aircraft lined up on a two-way autobahn are caught by Fortresses and destroyed in an effective low-level bombing attack—*Drawing by Roland Davies*

Reports from S.H.A.E.F. have revealed recently how the crippled Luftwaffe is receiving its death-blows—on the ground, not in the air. In one week, 1,738 German aircraft were destroyed or damaged, and of these 1,236 were hit on the ground. This drawing shows how one such attack was developed. In a long row, along a two-lane autobahn south of Munich, from 100 to 120 planes, all well camouflaged, were detected. They were parked wing-tip to wing-tip, and some were packed into the woods lining the highway. They were attacked by Flying Fortresses, part of a force of 1,250 heavies engaged over an area of 60 miles square around Munich. Eighty-three of the German planes were destroyed in successful low-level attacks

THE DRIVE INTO THE REICH

Through the Fulda Gap

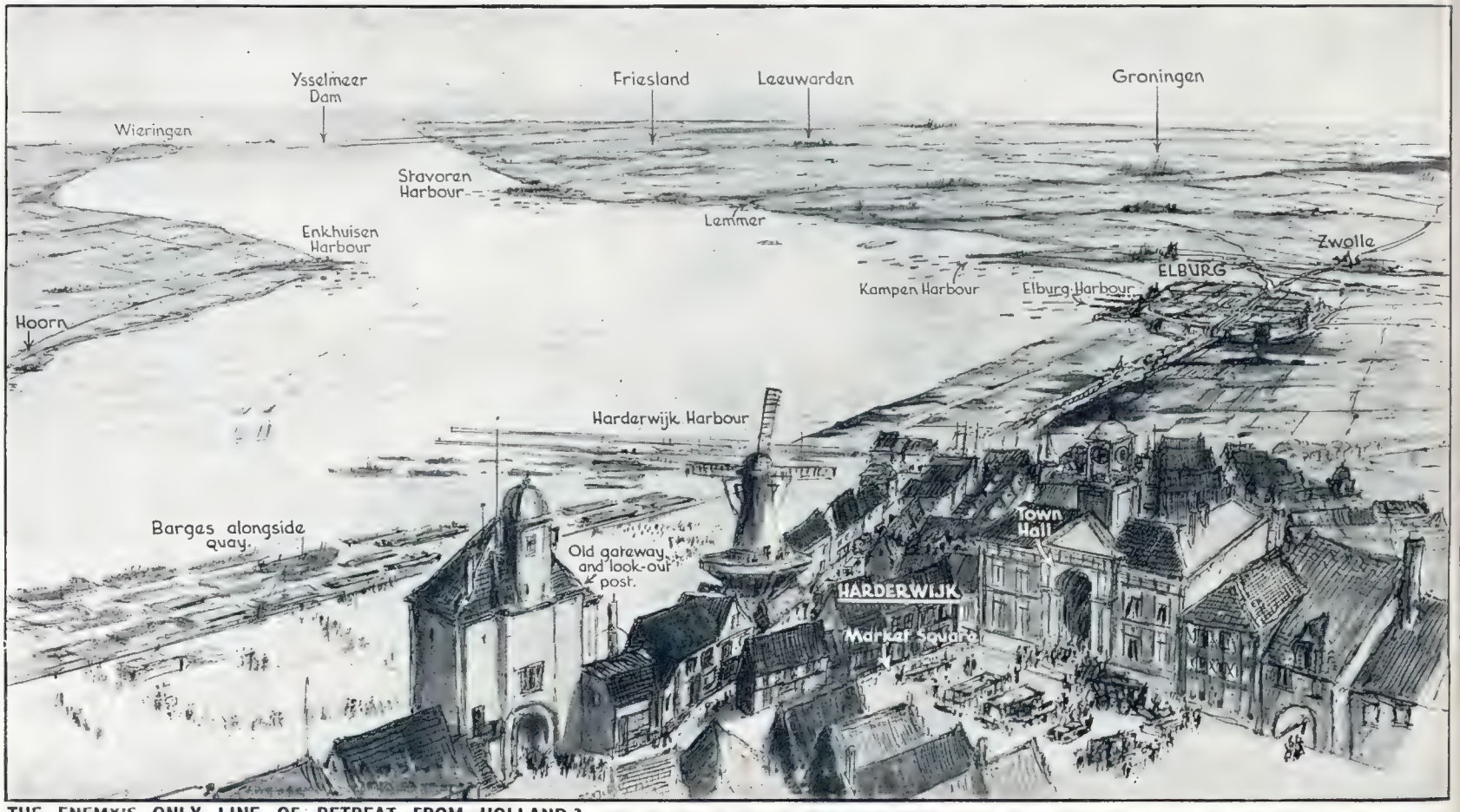
The Retreat of the Germans from the Dutch Fishing Ports

—Special Sphere Drawings

A SCENE WHICH HAS BEEN WITNESSED MANY TIMES DURING THE BIG ALLIED DRIVE ACROSS CENTRAL GERMANY: American and British forces make a "link-up" as their converging roads meet in the heart of the Reich. The troops halt, and tank crews leap out for a handshake before settling down again for the next stage of the journey in pursuit of the beaten Nazi foe—*Drawing by Edward Osmond*

The Valley of the Fulda, lying between the mountains of Hesse and the Thuringian Forest range, had been strongly fortified by the Germans with dug-in tanks, mines and road-blocks. General Patton, however, did not storm the gap in its full length, but forced a crossing of the Fulda, south of Cassel, meeting considerable opposition. Cassel itself was only won after house-to-house fighting, on April 3. Important as a railway centre and a busy industrial city, manufacturing locomotives, turbines and fine tools, Cassel has also an inner historic town, with many old gabled houses.

Another armoured spearhead had pressed on to Eisenach, crossing the Werra River, which joins with the Fulda a little north of Cassel to become the Weser River, flowing into the sea at Bremen. This pleasantly-situated town on the edge of the Thuringen Wald has been famous in history through the residence of Luther in the palace-fortress of the Wartburg, on a hill just outside the town. He had been taken into protective custody by the Elector of Saxony in 1521, to save him from his enemies. In the room which has been preserved, Luther translated the New Testament, looking out upon the lovely view of the forest-clad mountains. Eisenach has suffered from heavy shelling, due to the insistence of Hitler, who refused the Allied offers, breaking off the negotiations for surrender.



THE ENEMY'S ONLY LINE OF RETREAT FROM HOLLAND? THE SMALL PORTS ON THE YSSELMEER (chief of which is Harderwijk), where German barges in large numbers have been spotted. In the background of this view is the Ysselmeer Dam—*Drawing by Percy Horne*

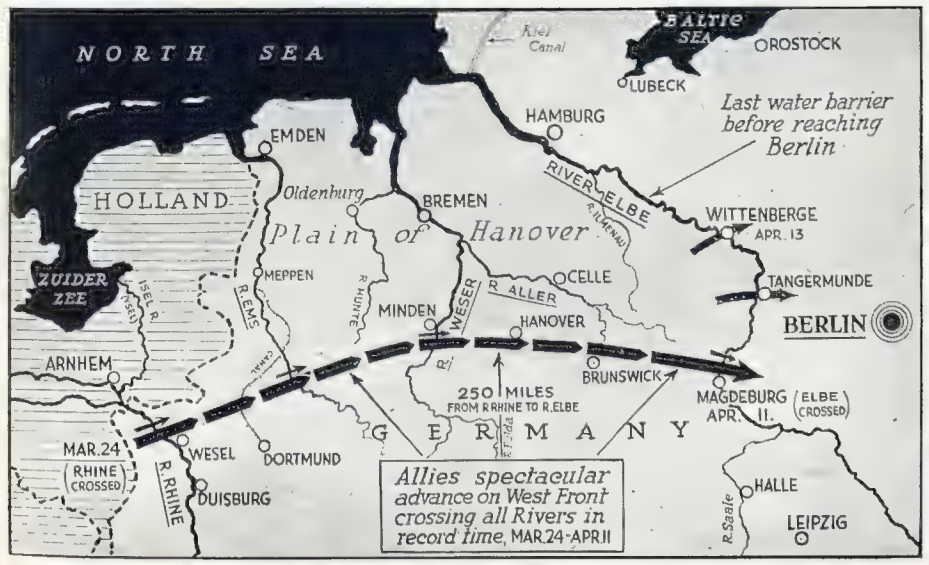
It has been reported that the Germans are gathering shipping of all kinds—barges and boats—in the small ports of the Zuyder Zee. Airmen have seen movements at Harderwijk and Elburg, on the south-east shores, and at Enkhuisen and Hoorn, on the western shore. It is thought that the enemy is planning an escape out to the north perhaps to the open sea and away to Emden, where he hopes to keep the Allies at bay, for a time at least. Harderwijk is a delightful old place, retaining its medieval gateways, part of the fortified wall which once surrounded the busy port, with its churches, market and Stadhuis. Elburg, a little to the north of Harderwijk, has also a gateway—the Vischpoort—a strong, solid structure surmounted by a small steeple. These fishing ports on the Zuyder Zee were once busy with the coming and going of the fishing fleets, sailing out over the salt water of the Zuyder Zee and among the islands to the north. Since the building of the Dam, quietude and decay have settled down on these one-time flourishing little places, for the Zuyder Zee is no longer salt and there is no work left for the fishermen. On the opposite shore of the Zuyder Zee the towns of Hoorn and Enkhuisen are considerably more important places. Hoorn has many quaint old streets filled with the gabled Dutch houses of the sixteenth century. It has also two fine gateways. Enkhuisen, approached from the sea, still retains something of its medieval appearance. In the above view, the seaward corner of Harderwijk occupies the foreground. The little harbour lies towards the middle distance. Beyond stretches, on the right, the northern Dutch province of Friesland. Dotted along the shore are some of the small ports already mentioned. To the left is the western arm of Holland, stretching up to the island of Wieringen, and the reclaimed polder land, which forms the western terminal of the Ysselmeer Dam. The locks admitting vessels into this inland sea are situated at this western end. A railway track and a fairly broad motor highway run side by side along the Dam

GENERAL PATTON'S GREAT THRUST ACROSS THE FULDA GAP INTO THE VERY HEART OF GERMANY, where historic cities have fallen one after the other to the American armoured columns in their approach to the River Elbe—Eisenach, Gotha, Jena, Erfurt, amongst others—*Drawing by Percy Home*

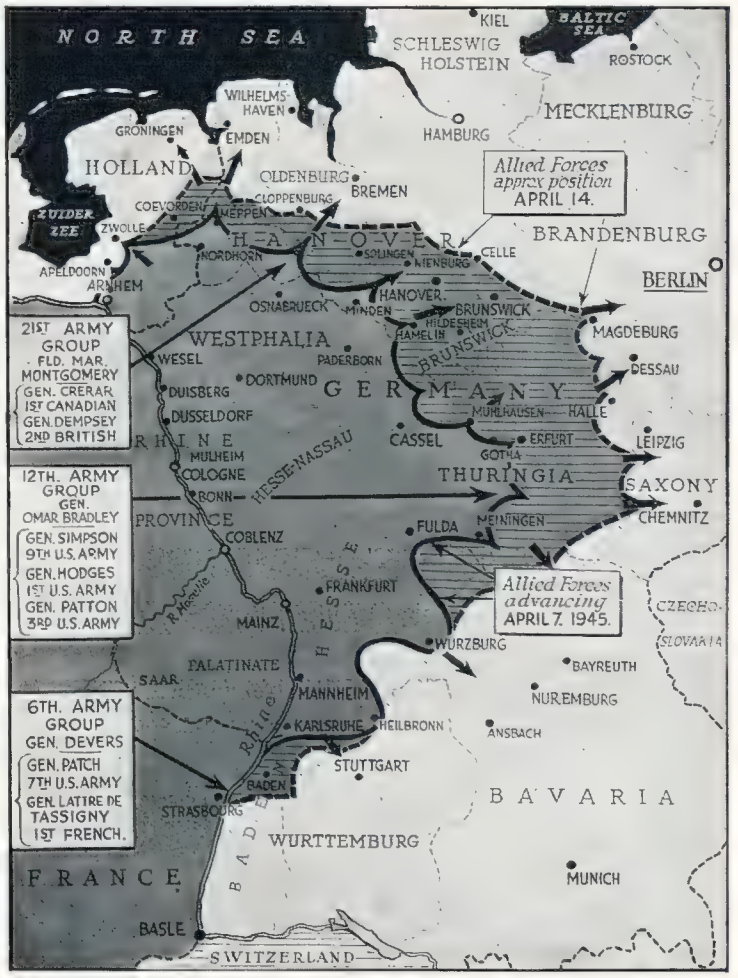
The Thuringian Forest consists of a mountain range running for about 70 miles south-east from Eisenach. There are no lofty peaks, but the rounded summits reach to about 3,000 ft. Forests of pine and fir cover the slopes, and many beautiful valleys break into the hilly mass. Beyond the Thuringen Wald lies an open stretch till the Harz Mountains are reached on the north-east. In this open area the towns of Erfurt, Gotha, Weimar, Jena and Naumburg are situated, with a great autobahn main road running to Dresden and Berlin.

Patton's armour, followed closely by the infantry, have been racing through beautiful scenery and charming old towns, all seen under spring sunshine and warm, sunny air. The opposition has been patchy—for the most part only slight—put up by small garrisons and strong-points. At Erfurt the Germans held out, making many counter-attacks till the city was surrounded and finally captured on April 12. The city recalls another memory of Luther, who took his degree at the university before entering the Augustine Monastery. Weimar, the home of Goethe for over forty years, fell to the Allied troops without a shot being fired.

The Americans swept on from Weimar to Jena, and then northwards towards Naumburg and Leipzig. Jena, famous for its university and the Zeiss optical works, was taken by a tank force, after crossing the River Swale, which runs into the Elbe, near Magdeburg. It was at Jena that the Prussian Army, proud of its training in the traditional methods of Frederick the Great, met its great disaster at the hands of Napoleon. Naumburg, seen here in the extreme right-hand bottom corner of the view, was a busy city, with a large cathedral dating from late Romanesque and early Gothic times.



A CAMPAIGN OF RIVERS, during which barrier after barrier has been successfully crossed by the Allies: Hitherto—in Italy and in France and Holland—rivers have been of great use to the Germans for their delaying tactics. In Germany, however, this has not proved the case, although barrier after barrier has confronted our troops. It is reported that the Nazis are chagrined that their rivers have been crossed with such ease, by infantry and armour alike! So far, the rivers crossed include the Rhine, Ems Weser, Aller and Elbe



THE THREE GREAT DRIVES INTO GERMANY and the armies which have achieved them: Three great Allied groups are indicated on the left—the 21st, 12th and 6th. How they have struck into the heart of Germany is indicated in the centre, by the shaded portions of the map. On the right, one week's advance is indicated—to show the tremendous forward strides taken by our troops: this was the week of April 7 to 14

INFANTRY OF THE BRITISH SEVENTH ARMOURED DIVISION STOP OUTSIDE A HOUSE DURING THE ATTACK NEAR THE GERMAN TOWN OF STADTLOHN. This picture was taken when armoured forces of the Second British Army were fanning out on to the Westphalian Plain 70 miles beyond the Rhine at a moment when a "security silence" still concealed the names of the towns entered and occupied by our troops. Opposition was, at this point, only spasmodic and many prisoners had been taken. But at isolated spots German resistance was encountered and dealt with in the manner indicated in this picture. The infantry are on the point of investigating a German house suspected of concealing Nazi snipers

STREET FIGHTING in GERMANY and HOLLAND

Actual Pictures Taken During the Course of Battle Against the Nazis

Showing How the British Foot Soldier Deals with Nests of Enemy Snipers

ROUNDING-UP GERMAN SNIPERS IN THE TOWN OF LINGEN: INFANTRY OF THE BRITISH THIRD DIVISION RUSHING A DWELLING-HOUSE WHERE NAZI SOLDIERS ARE STILL HOLDING OUT in a last desperate attempt to hold up the Allied advance into the Reich

On the Second Army's left flank, the famous Guards Armoured Division, supported by the British 3rd Division, battered their way forward to Lingen in order to cross the Ems River and the Dortmund-Ems Canal. A brigade of the 3rd Division then had a very hard fight to gain the town, but it was finally cleared on April 7. The German 7th Paratroop Division fought in this region and they put up a determined resistance, but the Guards advanced 10 miles to the east of Lingen after the town had been captured point by point in the manner witnessed here. Note in the helmet of the covering soldier lying prone in the foreground the way in which the first-aid kit is carried under the camouflage netting

BRITISH SOLDIERS CLEAR OUT THE GERMANS FROM THE STREETS OF ARNHEM, WHERE STRONG ENEMY RESISTANCE HAD FIRST TO BE OVERCOME. Fires from burning buildings were still blazing as the men fought their way in deeper, and a dense fog of smoke enveloped the scene. The infantry advanced in small parties, each man covering the one in front, and all being supported by tanks. At this town, the bitterest opposition of all was encountered by the Canadians and British, their opponents for the most part being young and fanatical Nazi adherents who went on fighting till the bitter end

IN ARNHEM: SMASHING DOWN A DOOR TO ENTER A HOUSE IN SEARCH OF SNIPERS. One man covers the assault party on the left; another keeps guard with his machine-gun on the right. In some cases, the Germans had to be routed out building by building and street by street

CANADIANS CLEAR THE ORANJE CANAL, IN HOLLAND: These Canadian infantrymen were given the sticky job of clearing the Oranje Canal. They had moved only 1,000 yards or so when they were fired on by German machine-guns. From then on they moved under cover of the canal banks. On reaching their objective, an attempt was made at consolidation; but enemy fire was so concentrated that carrier flame-throwers had to be brought into action. This picture was taken when the battle was at its height

A TYPICAL SCENE IN HOLLAND: This tough and dishevelled German is a paratrooper who had been moved from Western Holland to try to stem the Canadian drive to the north. He was taken prisoner during the German counter-attack on the town of Sogel: his captor is a Canadian, with a tommy-gun and sea-boots. Behind is a tank assisting in the mopping-up operations

HOW THE INFANTRY ADVANCES IN MODERN WARFARE: WITH TANK SUPPORT OF ALL KINDS, THE FOOT-SOLDIERS MOVE AHEAD COVERED AND PROTECTED BY ARMOUR—*Drawing by S. W. Clatworthy (Artist's copyright in U.S.A. and Western Hemisphere)* *(See notes below)*

TANKS and "FOOT-SLOGGERS" MOVE UP TOGETHER

An Infantry Advance and How It is Carried Out Under Modern Conditions

—A Special Sphere Drawing

The diagram-drawing reproduced above has been made to illustrate the co-operation between tanks and infantry which has marked the British advance into Germany at those stages where definite enemy resistance has been anticipated.

The column of infantry plods phlegmatically forward: the men carry all sorts of light equipment to meet the diverse situations which may lie ahead—rifles, pistols, tommy-guns, M.G.s, automatic rifles, grenades, mortars, Piats, flame-throwers, besides entrenching tools. Support tanks, at intervals, accompany them: these quickly reduce lesser enemy strong-points, such as M.G. nests, as they are encountered by the advancing column; they are halted while each bombardment is carried out for more accurate shooting, and the infantry may stalk quite close to them while the enemy heads are kept forced down. In readiness near the head of the column is a flail tank, brought into operation when mines are expected; and a fascine-bearing tank for use when ditches may have to be crossed by the support tanks.

Flanking tanks are also shown, deployed in advantageous positions to protect the flank of the advance and to prevent an ambush by strong panzers, or to keep an enemy post on the flank quiet during the passage. These flanking tanks are shown partially dug in, to employ a howitzer-like fire at a target they cannot see, under the direction of a spotter.

The track-marks immediately to their rear are quickly formed into inclined trenches, and the tanks are backed 3 or 4 yards into them so that their sterns sink and noses rise, giving increased elevation and range to their guns: the underside of the hull also sits solidly on the ground and makes a very steady platform.

All the tanks shown in the drawing are Churchills, except the spotter, which is a Crusader and which is still valuable for fast cross-country running; the flail, a Sherman; and the ditcher, which is an Avre (actually a modified Churchill).

THE CAPTURE OF THE TOWN OF ARNHEM: An aerial photograph, taken from a plane flying at a very low altitude, showing the battle in progress. At the time this picture was taken, the Germans were still in occupation of part of the town and many of the buildings held by them were in flames

Above—**DROPPING THROUGH THE DUTCH MISTS: British troops descending in the area south of Groningen to smash up the V-bomb sites in Holland**

Below—**AFTER THE LANDINGS: The paratroops link up with the Canadians and advance together on the Germans pocketed around the Zuyder Zee. The plane is an Auster Army Co-operation aircraft**—*Drawings by Roland Davies*

BRITISH PARATROOPS in HOLLAND

The Germans may have been the "inventors" of the paratroops, but it has remained for the Allies to perfect this arm of the Services and exploit it to the full. After the airborne operation at the time of the Rhine crossings, the paratroops were again called upon for the advance into Holland. They were dropped (in one operation) during the first week in April on a wide area south of Groningen, in order to spread havoc and confusion along the last communications linking the enemy troops left in Holland with Germany.

The paratroops silently swooped from a starry sky through the mists covering the flat plain and swiftly seized many vital points. They were soon in radio contact with advanced units of the First Canadian Army pushing north across the territory used by the Germans for their V-bomb sites. Later came the news that the men from the sky had actually joined up with the ground forces.

THREE-QUARTERS OF A MILE FROM THE ISLAND OF HELIGOLAND IS THE ISLAND OF DUNE. This has an airfield used by the enemy: it is seen here on April 18, before the attack carried out by R.A.F. Bomber Command later in the same day. Smoke-screens have been started by the Germans in an endeavour to confuse air reconnaissance—but without success, as the lower picture shows only too well

The R.A.F.'s MAJOR ATTACK on HELIGOLAND

Where the Germans Fear a New Landing by the British

—Official Air Ministry Photographs

These striking photographs show the devastation caused to the naval base and island fortress of Heligoland in the attack by Bomber Command on April 18, when nearly 1,000 heavy bombers pounded the target. A second attack was made on the following day by Lancasters with 12,000-lb. bombs.

This rocky island is an important outpost guarding the ports and naval bases of North-West Germany, and lies 31 miles from the mainland, some 50 miles north of Wilhelmshaven. Well garrisoned, it has very strong defences, including super-heavy coastal batteries. There are shelters for E- and R-boats and submarines.

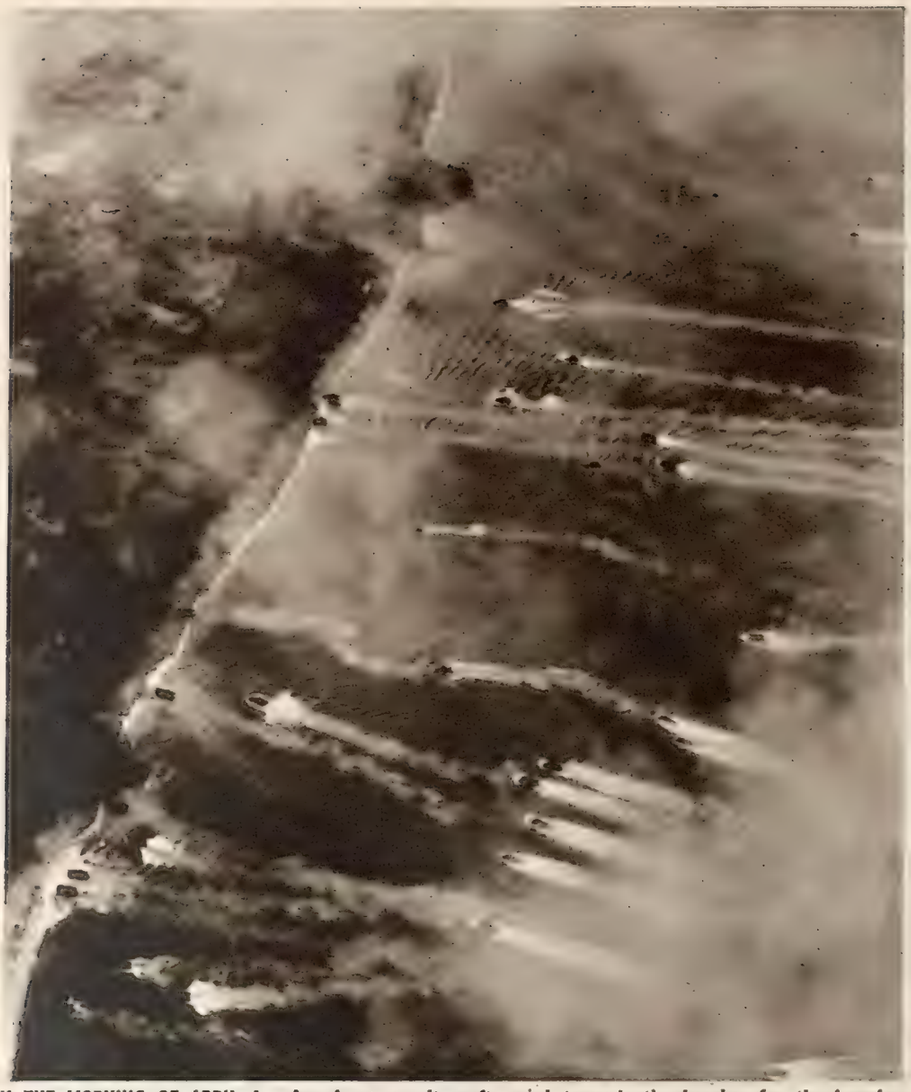
Since the Germans took the island in exchange for Zanzibar in 1890 it has been extensively fortified. After the last war the naval harbour and all military equipment were demolished in accordance with the Treaty of Versailles, but they were rebuilt and modernised by the Nazis.

The Island of Dune, three-quarters of a mile from Heligoland, has an airfield, and this also was heavily bombed. In all, there were three aiming points—two on Heligoland and the Dune airfield. The attacks on April 18 lasted for more than an hour and began at 12.30 precisely. The weather was clear over the target, and long before later crews reached it they could see huge columns of smoke rising from the island.

THE AIRFIELD ON THE ISLAND OF DUNE DISAPPEARS UNDER A DELUGE OF BOMBS as aircraft of Bomber Command attacked this target in the North Sea on April 18. The smoke-screen put up by the enemy (seen in the smaller picture above) is replaced by a mightier and more deadly cover—a blanket of high explosive, which has virtually blotted out the island. Pilots taking part in the attack reported that they did not see a single enemy aircraft, and when they left there was a pall of smoke about 20 miles long and 5,000 ft. high

Above—THE NAVAL BASE AND FORTRESS-ISLAND OF HELIGOLAND photographed on November 29, 1944. The naval section of the island is on the left, the military section on the right. *Below*—THE SAME ISLAND FROM THE SAME VIEWPOINT—BUT JUST AFTER THE R.A.F. ATTACK ON APRIL 18, 1945. Bomb-craters cover the whole area, while smoke is still rising from big fires. Of the naval and military buildings there is practically nothing to be seen

The Germans apparently regard this attack as a preliminary to a possible attempt by the British Fleet to seize the Elbe Estuary, and Sertorius, the German radio commentator, has declared that the Allies "may be planning a major landing in the rear of the German defenders of Hamburg"



ON THE MORNING OF APRIL 1 : American assault craft speed towards the beaches for the invasion of Okinawa, chief island of the Ryukyu group near the Japanese homeland

The War Against Japan

THE INVASION OF OKINAWA

And Other Battle Scenes from the Pacific Ocean

The latest American invasion in the Pacific was made "in very great strength" by the U.S. Tenth Army under Lieut.-General Bruckner. The landings were made on the west coast of Okinawa island. Over 1,400 ships were involved, and the American troops went ashore under cover of an air "umbrella" consisting of 1,500 naval planes. Without the loss of a single man, and with hardly a shot fired, the invaders advanced two miles inland and captured two airfields. The actual landing-point was a ten-mile strip of beach : here tanks, artillery and mechanised equipment were put ashore without the loss of a single landing craft. Later, however, the Japanese opposition developed strongly, and bitter fighting took place. Okinawa is the closest point yet to the Japanese mainland, being only 325 miles away from Kyushu, southernmost part of the Jap islands

THE CAPITAL OF OKINAWA ISLAND IS BOMBED : An aerial view of the city of Naha as it underwent a heavy attack from carrier-based aircraft. The bombs are here bursting near the water's edge, towards the bottom left and left in this picture. Okinawa is one of the most densely-populated islands in the world, with 435,000 inhabitants crowded into an area 67 miles long by 10 wide. It is the largest of the Ryukyu group

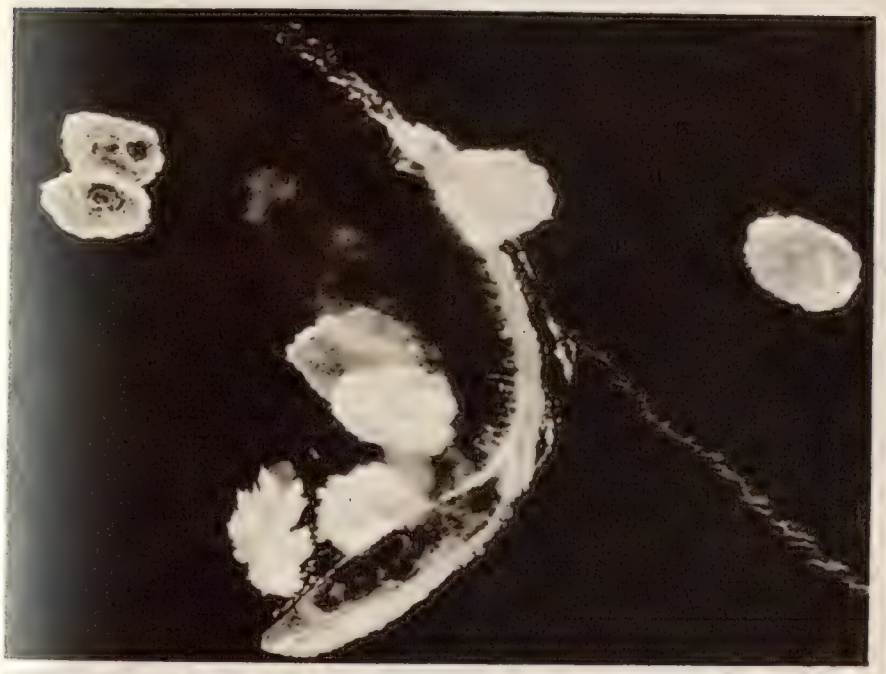
PAVING THE WAY FOR THE LANDING FORCES : A barrage from a rocket ship heads for the shore. A constant stream of projectiles can be observed, on their way to wipe out any Japs on the beaches. These rocket ships have played a very large part in the Pacific operations by the U.S. Fleet and U.S. Armies

AMERICAN CARRIER-BASED PLANES BOMB THE ISLAND : A heavy pre-invasion bombing attack by more than 1,500 naval aircraft, plus a naval bombardment by more than 5,000 tons of shells, preceded the landings on April 1

THE BRIEFING FOR THE INVASION OF THE KERAMA RHETTO GROUP, which preceded the landings on Okinawa island : Before troops were put ashore on Okinawa on April 1, the Kerama Rhetto group—also in the Ryukyus—were captured on March 26. When the Americans "cleaned up" on the islands they found the bodies of nearly 200 Japanese civilians—men, women and children—who had committed suicide rather than be captured by the "American barbarians." Here the troops aboard a Tank Landing Ship are being briefed on the battle procedure ahead of them : the men belong to a "combat team" of the 77th Infantry of the U.S. Tenth Army. They smashed the Jap subordinate defences here before the bulk of the invasion forces went ashore on Okinawa. Two further pictures from the Keramas are given at the top of the facing page

THE AMERICANS PREPARE TO MOVE INLAND ON TOKASHIKI SHIMA, IN THE KERAMA GROUP: This landing was made on March 26-27, and was preparatory to the invasion of Okinawa. It was during the course of this operation that a carrier task force of the British Pacific Fleet took part. Note, in the centre foreground of this picture, the "bazooka" ready for use against Japanese tanks

ANOTHER PICTURE FROM TOKASHIKI SHIMA: Men of the 77th Infantry Division, laden with weapons and ammunition, rest during their task of cleaning up the island. The small Japanese garrison was soon overcome, and the left flank of the Okinawa forces was thus made secure



DURING THE ATTACK ON THE JAPANESE FLEET IN THE INLAND SEA (the Scapa Flow of Japan), carried out on March 18 and 19 by carrier-based aircraft: One of the many vessels damaged on this occasion was a 45,000-ton battleship of the new Yamato class. Here she is seen, near the naval base at Kure Bay, making a sharp turn to avoid the American bombs, amongst which were several near-misses. The Japanese Imperial Command said that 1,400 American planes took part in the attack

On left—PATROL VESSELS NOW BASED IN THE PACIFIC: In the early days of the Pacific war, the American "little ships" were without any real base or mother-ship, or even spare parts. The crews had to make do with parts taken from other vessels damaged beyond repair. To-day it is a different story. Squadron after squadron of P.T.s have gone out to meet the enemy—and the U.S. Navy now has the bases to supply them handsomely. The one shown here is at Woendi, near Piak, in the south-west Pacific area, and would seem like seventh heaven to the early patrol crews

HOW THE AMERICANS OVERCOME THE PROBLEMS OF SUPPLY: A landing craft with its decks crammed with boxes of fuel, food and ammunition The vessel was on its way to reinforce the U.S. forces established on Iwo-Jima. The whole of this island is now firmly in American hands, and it is being developed for further operations against Japan. As it lies on the direct route from the Marianas to Tokyo, its three airfields will prove of the very greatest value for the big Super-Fortresses engaged on the task of bombing the Jap capital. Some of them have already taken advantage of these when beset by engine trouble and made forced landings on the island

PICTURES FROM THE OTHER BATTLEFRONTS

In Russia, Italy and the Far East

AN R.A.F. "PARTY"—BEAUFIGHTERS SHOOT UP A GERMAN CONVOY. One of the best pictures ever taken of an anti-shipping "strike" in the North Sea : Beaufighters of R.A.F. Coastal Command are here seen attacking German M-class minesweepers north-west of Borkum on August 25, 1944. The minesweepers were part of a convoy of approximately eight vessels, and were left smoking heavily. Taken from a Beaufighter (looking backwards), the picture shows no fewer than twelve "striker aircraft," half going in and half going out of the attack. On the left are two enemy balloons. The enemy minesweeper on the left is smoking heavily after being hit; that on the right is surrounded by rocket-trails. Smoke-trails in the middle of the picture are also from rockets. (This picture has only just been released for publication by the Air Ministry)

THE AMERICAN SUBMARINE WHICH WAS SUNK BY A CIVILIAN : This newly-built vessel has the doubtful distinction of having been sunk by a civilian—probably the only one in history to suffer such a fate. The civilian was a workman who opened a torpedo-tube and let in the sea. The submarine was raised on March 24 after having gone down on March 15. The veteran salvage ship *Falcon* (at right) helped to raise her

THE BATTLESHIP "KING GEORGE V" IN HER FAR EASTERN DRESS : Astern of her is one of the British carriers serving with the Fleet. This picture was taken from the deck of another British carrier, the *Illustrious*, which is also engaged in the operations against the Japs. Recently an imposing list of big British capital ships now in Eastern waters was published by the Admiralty

MRS. WINSTON CHURCHILL wearing her Soviet decoration in Leningrad : Mrs. Winston Churchill was given the Gold Badge of "Excellent Worker of Medical Service" when she visited Leningrad; she also received the Order of Red Banner of Labour. Our photograph shows the Premier's wife, in the uniform of Commandant of the Red Cross, signing her name in the visitors' book at the Palace of Pioneers—Russia's counter-organisation to Britain's Boy Scouts—during her stay in the northern capital. Mrs. Churchill is wearing the decoration on her tunic

THE R.A.F. RETURN TO THE ISLAND OF CRETE, where 10,000 Germans are still holding out : It was announced on April 9 that the R.A.F. had established a base at the eastern end of Crete and was flying in supplies to the thousands of partisans there. There are still about 10,000 Germans holding out in the coastal strips along the north-west corner of the island. Apparently they went there in the hope of reaching Salonika by sea when the evacuation of Greece began, but the R.A.F. and the Royal Navy cut their sea and air communications. In this picture, Flight Lieut. John Barton, Deputy R.A.F. Commander on the island (second from right), is seen talking to pilots and members of the R.A.F. Regiment

HOW THEY GET THE NEWS IN ATHENS : News-hungry Greeks are here watching the progress of the war in the window of No. 3 Army Welfare Centre in the Greek capital. This map, which shows the situation of the fighting areas in Europe at a glance, is corrected twice daily and attracts large crowds

THE ENTRY INTO VIENNA BY THE RUSSIANS : The scene outside the famous Opera House, the interior of which was burned out (*on left*) ; and Red Army troops moving up past the Parliament Building, which escaped serious damage during the fighting (*on right*)

On Friday, April 13, Red Army troops under the command of Marshal Tolbukhin entered the Austrian capital. The battle for Vienna had begun a month previously, after the Russian victory in the big tank battle at Lake Balaton, but the actual fighting in the city streets lasted less than a week, and most of the beautiful city was saved from destruction. The Germans are reported to have destroyed all but one bridge over the Danube in Vienna, and this was used by the Russians for their further advances. Most of the city's celebrated buildings were saved owing to the Red Army tactics, but two days after the Russians had entered, the Germans fired incendiary shells into the Russian-held parts, causing fires and explosions. The Austrians welcomed the Red Army with delight, and Austrian militiamen assisted in keeping order

BRITISH TROOPS MOVING FORWARD past the tanks waiting to advance in their support in the Comacchio marshlands in the early days of April

GERMAN PRISONERS COMING IN JUST AFTER THE ATTACK : The troops captured part of the shore of the lake, an island and 200 German prisoners. The push took them to within four miles of Porto Garibaldi

ITALY : THE EIGHTH ARMY'S COMMANDO BRIGADE IN THE OFFENSIVE AROUND LAKE COMACCHIO—signalmen in slit trenches which had recently been used by the Germans. When the Eighth Army opened their big offensive west of Ravenna, some of the troops made a seaborne landing on the shores of Lake Comacchio, four miles behind the Germans to the south of the Lake. They then dug themselves into their new positions while they waited for the tanks and artillery to be moved into position. Later, a link-up was made with the forces advancing along the Reno River, and the joint British advance continued towards the north

LADY LOUIS MOUNTBATTEN VISITS THE FIGHTING FRONT IN BURMA : From February 28 to March 2, Lady Louis Mountbatten (Lady Superintendent-in-Chief of the St. John Ambulance Nursing Division, and representing the British Red Cross and St. John Joint War Organisation Committee), visited the British 36th Division in Central Burma. With her were Major B. L. Hunter, of the Supreme Allied Commander's General Staff, and Miss Nacie Lees, her secretary. In the picture above, Lady Mountbatten and Major-General F. W. Festing, D.S.O., are seen chatting with chiefs of the Chan tribe who have helped the 36th Division in their campaign

MISS FRANCES DAY ENTERTAINS THE FLEET AIR ARM IN CEYLON : This picture was taken just after the well-known actress had arrived by plane at a Royal Naval air station, to entertain the ship's company with an E.N.S.A. show. On the right are Commander (A) Gilbert, R.N.V.R., and Lieut. Charlton, who greeted Miss Day on arrival

BRITAIN'S EXPORT TRADE AFTER THE WAR

The Effect of High Taxation on this Vital Branch of Commerce, and a Word About the Newly-Formed British Export Trade Research Organisation

By CHARLES GRAVES

"FOR a nation whose very existence depends on its export trade, it is essential that the greatest possible attention should be paid to the development of that trade. Yet our exporters are mostly inclined to struggle along independently of each other. Successful exporters realise from experience how extremely technical is the practice of export, with its intricacies of foreign tariffs, quota restrictions and fluctuating exchange. On the other hand, many forget that a knowledge of foreign languages, the mental outlook of other people, the laws of their countries, the regulations governing foreign trade-marks and patents, the varying tastes of different nations, all complicated by great distances, needs years of specialised study. But what takes half a lifetime to the business man working alone need take only a fraction of that time to the man who is constantly benefiting by the experience of others through free and frequent interchange of knowledge. Most knowledge of export business in the past has been secured, like other valuable experience, as the result of trial and error."

I might have written that yesterday. Actually I wrote it ten years ago for Lord Hirst, Lord Meston, Sir Ernest Benn, Sir Francis Goodenough, Sir Harry McGowan and Major Sir John Prestige, as the Vice-Presidents of the Institute of Export were styled in 1935.

During the period September 1939 to June 1944, Great Britain disposed of £1,065,000,000 of assets in foreign countries, while debts to foreign countries increased by £2,300,000,000, a total of £3,365,000,000. This makes our export trade more important than ever, although many of our post-war exports will bring no return by way of imports, because they will go to satisfy debts already incurred. But we must import food and raw materials.

This is only part of the story. The introduction of expensive social legislation will demand full employment and heavy taxation. Heavy taxation adds to the cost of goods produced by our manufacturers and (after the first two or three years' export boom to satisfy world hunger) will tend to make our goods too dear in world markets, especially as many Continental countries will use to the full the weapon of currency depreciation to cheapen their goods for export purposes.

The Government, therefore, is in a dilemma:

(1) Extremely heavy taxation must continue.

(2) They must export.

These two are fundamentally irreconcilable, but No. 2 is of absolute vital importance. No. 1 can be ignored in part, as it is in wartime, but this must eventually lead to disaster. No. 2 is of supreme importance for several reasons, the principal of which is that the nation must eat, and no one has yet visualised the British farming industry supplying all the food we need. Raw materials of many categories can only come from abroad.

There is a palliative which no one wishes to see used—deliberate inflation. It has been suggested, as a means of helping to maintain the high level of National Revenue, that when E.P.T. is abolished it should be replaced with another similar tax, under another name. But the burden on exports would not be relieved by a change of name.

For two or three years after the war, everything (in trade) is likely to go with a swing. It will be after that that the most pressing problems will rear their heads—problems which will only be solved by a world-wide agreement between nations competing for trade. Then will come the time when the heavy burden of taxation is likely to cause disaster, for there are certain nations which will have no overheads, which will have equipped themselves with new machinery, cheap labour and super-salesmanship, and which will make the boldest of bold bids for world trade. Others will probably proceed on the lines of world-wide "dumping" of surpluses in order to ruin the industries of unsuspecting and unprotected nations.

The idea of our present Government's advisers appears to be that profit on manufacture can be limited (as under E.P.T.) to 8 per cent. on the capital employed. It may be pointed out that it would be financial suicide, therefore, for any *new* exporters to start in business, as the risks of a new business could not be provided for with so small a margin. Logically, therefore, the idea of maintaining such taxation means: (1) No new capital for exporting business; (2) No new men in the business; (3) No new ideas; (4) Possible concentration of such business in large vested interests having a substantial pre-war standard of profits.

There are signs that the British Government is becoming aware of the urgency of these matters, as is shown by the arrangements recently made to give large credits for export purposes. This gives the export trade some encouragement to hope that the existing handicaps will be speedily removed, and we should, therefore, now concentrate on plans for coping with the coming avalanche of demands for goods from all parts of the world, and on propaganda for the removal of impossible taxation.

This view is presumably held by the newly-formed British Export Trade Research Organisation, which announced its birth with the usual alarum and excursion to the Savoy Hotel. So far it has made no real contact with the Institute of Export, although the latter has 1,500 active members, but it is true that a leading official of the Institute has joined the Formation Committee of Betro in a private capacity.

What puzzles the heads of many big firms who have not joined the new organisation is the confidence of the organisers that they can provide expert information about the export markets of the world which cannot be supplied (*a*) by individual firms' own specialists, and (*b*) by the Board of Trade, the Department of Overseas Trade, the Chambers of Commerce, the Federation of British Industries, the Consular Service, the Commercial Attachés of our Diplomatic Corps and the corresponding Commercial Attachés of foreign countries, who are only too anxious to assist.

It might be thought that, in view of the fact that British motor cars and chassis exported in 1943 were only 1·4 per cent. of the total exported in 1938, they would be only too ready to subscribe £500, or even £100, a year to Betro for the services which they are promised. And yet all my research fails to disclose a single leading British motor-car firm which has associated itself with the new organisation.

I asked one of the leading abstainers for his reasons. His reply was that, if he were selling tooth-paste he might be interested, but the sale of motor-cars was highly specialised and he was confident that his own export staff was completely capable of selling all that could be sold.

"Market and consumer research is of little value to an individual manufacturer unless it is concentrated on his particular class of goods and their precise status in that class. Such work is not included in the subscription to Betro, but is an extra, unnamed charge. Individual manufacturers having efficient export departments can do such work themselves far more effectively and at much less cost through their resident overseas agents. The firms associated with Betro must already be up to date in market and consumer research, considering their wide cartel arrangements. They therefore appear to be wanting to sell such information, or as much of it as they think fit. It would be interesting to know if any of the Flying Squad are employees of some of the founder firms," comments a manufacturer. "For firms new to export it offers on the surface, a cheap way of getting inside information; but can the £100 subscription provide better general information than what is already obtainable from the usual services such as overseas banks, export journals, export merchants, international Chambers of Commerce, the Board of Trade and the Department of Overseas Trade?"

Another manufacturer says: "If certain leaders of industry have thought it necessary to accept the services of a few United Kingdom advertising agencies for overseas research, it seems obvious that they have no faith in the efficiency of the services rendered by the Department of Overseas Trade. The publicity given to the Betro scheme may go some way to persuading the Government to appoint a Minister of Overseas Trade with much wider powers than the Secretary of the Department of Overseas Trade."

It is perhaps natural that the Department of Overseas Trade should have become something of an Aunt Sally since 1940, when it was compelled to discourage the nation's exporters; but whatever may have been its faults, it remains the national service supported by public funds, equipped with a world-wide organisation for fact-finding, and linked with the Board of Trade and the Foreign Office.

British trade abroad falls into three particular categories: (1) the export of national assets like coal; (2) the export of the large and almost international concerns which maintain establishments of their own abroad; and (3) the exports of the relatively smaller firms. For these "little men" there are available not only the services of the organisations to which reference has already been made, but also merchants, merchant bankers and various Co-operative selling plans and the overseas Press.

The attitude of the Department of Overseas Trade is perfectly reasonable. The Comptroller-General has written to the organiser an admirable letter in which he announces: "The Department is willing to co-operate with the promoters of Betro by giving such advice as may be possible in regard to the approach to industry . . . and feel that nothing but good can come from a wider appreciation of the needs of our overseas customers. . . . We should be grateful if you would keep in closest touch with the Department and advise us from time to time what progress you are making. In any case, this is desirable because both you and the Department fully appreciate that from all angles it will be both necessary and desirable to prevent overlapping and duplication of effort." In other words, the attitude of the Department of Overseas Trade is that, if industry is prepared to support Betro, that is industry's business, and anything like Betro that really would improve British export trade is, of course, desirable—if it would.

THE BRITISH CABINET MINISTERS who went to discuss food problems in the United States: On the left is Colonel J. J. Llewellin, Minister of Food; in the centre is Mr. Oliver Lyttelton, Minister of Production; on the right is Lord Halifax, British Ambassador to the United States. They are here seen outside the White House in Washington a few days before President Roosevelt's death and just after they had been discussing problems of food supply for Great Britain

AMERICA PREPARES FOR AIR TRANSPORT AFTER THE WAR: The man-made island airport designed for San Francisco Bay. This is the projected San Francisco Bay International Airport: it is here shown in plan, as presented to U.S. Army engineers in San Francisco by the Henry K. Kaiser Company of Oakland, California. The construction of this airport—at an estimated cost of 14,000,000 dollars—would equip the San Francisco Bay area to serve as the chief Western Hemisphere Pacific air terminal. The man-made island would require 44,000,000 cubic yards of fill and 400,000 cubic yards of rock-retaining wall. The airport itself would be 1,100 acres in extent, with four 5,700-ft. concrete landing-strips and room for extra landing-strips as needed

The fact that goods made of raw materials in short supply owing to war conditions are advertised in this publication should not be taken as an indication that they are necessarily available for export

PICTURES of HOME INTEREST

THE BUILDING NEAR ABERGAVENNY, IN MONMOUTHSHIRE, WHERE RUDOLF HESS, NO. 2 NAZI, IS NOW LIVING IN A MENTAL WARD : Rudolf Hess, Hitler's right-hand man who flew to Britain and was arrested, is now living in a private mental ward at Maindiff Court Hospital, near Abergavenny, Monmouthshire. He is ill, mentally and physically, and may never face trial, being "unfit to plead." His daily walk has been discontinued ; when he was allowed to go out under escort, his favourite spot was a ruined castle, where he met his only friend, a dog belonging to the castle-keeper, which ran up to him on his first visit and always greeted him afterwards. In all probability his future will not be considered until after the surrender of Germany ; meanwhile he is under close guard, and will remain so until a decison is made by the Government

THE RUINED CASTLE WHERE THE NOW INSANE NAZI MEDITATED when he was allowed to go out on escorted walks. His health no longer permits these trips

MODEL AIRCRAFT, PETROL-DRIVEN, MAKE THEIR REAPPEARANCE : A model aircraft meeting has just been held at Hounslow, at which petrol-driven models made their first appearance since the petrol ban. A bottle of lighter petrol gives fuel enough to last them for a long time, and their performance is certainly amazing. Owners can control the time their planes stay in the air, and awards are given accordingly

EELS FOR BRITISH RIVERS : Boys setting out with home-made nets for a night's elver fishing in the River Severn, to stock other English rivers. The Ministry of Agriculture and Fisheries are now running the Elver Depot at Epney, on the River Severn, near Gloucester. Elvers come up the Severn Estuary from the Gulf Stream in great quantities on certain tides at this time of the year, and hundreds of men, women and boys spend the night on the river-banks scooping them out of the water with special home-made nets. The Epney Depot pays 1s. per lb. for the elvers, which are packed in a special way and transported to rivers in different parts of the country, where they will grow into large eels. Before the war the Depot was run by a German firm and the elvers were sent to Germany

FOREIGN SERVICE FOR BRITISH ROAD-HAULAGE VOLUNTEERS : In conjunction with S.H.A.E.F., the Minister of War Transport has arranged to send to North-Western Europe a number of heavy-goods vehicles to assist in the relief of the civil population in recently-liberated areas. These vehicles are being provided by arrangement with the haulage undertakings controlled by the Ministry, and will remain part of the Road Haulage Organisation. They will be manned by volunteers recruited from those undertakings, and will operate as a transport unit under movement instructions from the appropriate military authorities. The carrying capacity of the unit is 500 tons. Here are some of the men who have volunteered

THE MAN WHO MAY BECOME PRESIDENT OF HUNGARY—for a second period : Count Michael Karolyi and the Countess at their London residence in Church Row, Hampstead. It is now thought that he may be invited back to Hungary after an exile of many years. He was Provisional President of Hungary from November 1918 until March 1919

THE W.A.A.F. AIR-AMBULANCE ORDERLY who attends British wounded from the Rhine : Corporal S. Allen, of Bournemouth, is an air-ambulance attendant flying with R.A.F. Transport Command. She has helped in attending to some of the Rhine casualties flown back to the United Kingdom during Easter. She has done thirty-eight trips, and has always served in the Medical Branch of the W.A.A.F. during her three years' service. She was one of the first to volunteer for this work when W.A.A.F. flew in air ambulances after D-Day

THE MAN WHO WILL LEAD THE ST. PAUL'S BELL-RINGERS on Victory Day—Mr. H. Langdon : Within an hour of the official declaration of victory in Europe, the bells of St. Paul's Cathedral will ring out. Fourteen campanologists, members of the Ancient Society of College Youths—though several are over sixty years old—will be summoned to the twelve great bells by a code message, and the chimes, under the leadership of Mr. H. Langdon, a London shipping agent with forty-seven years' experience of bell-ringing, will be taken up throughout Britain

The World of Books—By Vernon Fane

FROM THE PUBLISHERS' NEWEST LISTS

A Selection of New Poems; A Delightful Fantasy for Children; A Sermon Addressed to Germany; The Staymaker of Thetford; A New Novel by Ursula Orange; A Nice Day for a Murder

OF the two trends which are visible in Miss Ruth Pitter's poems, I have always had the more delight from the direct and vivid imagery, which she has known to use with such justice and with such effect. In her new volume of poetry, selected from her work between the years 1939 and 1944, I would choose some verses from *The Estuary*, which illustrate exactly the quality I mean.

" Light, stillness and peace lie on the broad sands,
On the salt-marshes the sleep of the afternoon.
The sky's immaculate; the horizon stands
Steadfast, level and clear over the dune.
There are voices of children, musical and thin,
Not far, nor near, there in the sandy hills;
As the light begins to wane, so the tide comes in,
The shallow creek at our feet silently fills:

LORD WAVELL ROUSES LORD TENNYSON'S GRANDSON: The two men meet at the Poetry Society's Headquarters in Portman Square. A grandson of Alfred Lord Tennyson, provoked by unflattering comments about the Victorian poet's work made by Lord Wavell, Viceroy of India, in his recently published anthology *Other Men's Flowers*, addressed a meeting of the Poetry Society in London a few days ago in defence of his grandfather. One of Lord Wavell's remarks was "Tennyson's heroes and adventurers are of the type who figure in the coloured supplements of Christmas numbers." When Mr. Tennyson had finished his defence of the great poet's reputation, Lord Wavell was admitted to the Council of the Poetry Society

And silently, like sleep to the weary mind,
Silently, like the evening after the day,
The big ship bears inshore with the inshore wind,
Changes her course, and comes on up through the bay.
I see the flashing gulls that follow her in,
Screaming and tumbling, like children wildly at play,
The sea-born crescent arising, pallid and thin,
The flat safe twilight shore shelving away. . . ."

Granted that there are lines here that fall a good deal short of true poetry—" comes on up through the bay " is one of these—I still find this a series of lovely and satisfying images, and found the same pleasure in many of the poems contained in this volume, **THE BRIDGE** (Cresset Press. 5s.).

THE LITTLE PRINCE (Heinemann. 9s. 6d.) is one of those enchanting books that yet defy classification. It might have been written for children, or for adults, and illustrated for either too. It is the work, both drawings and letterpress, of Antoine de Saint-Exupery, the distinguished author of *Night Flight*, who recounts it here as an experience he had when his aircraft was forced down in the Sahara some years ago.

From another book of his, *Wind, Sand and Stars*, I can remember indelibly what he wrote of his physical and mental ordeal at that time. It seems that the Little Prince was a part, the only happy part, of his hallucinations then. The child, " the most extraordinary small person," appeared to him from another planet, a very small asteroid named B-612, " for grown-ups love figures. . . . If you were to say to the grown-ups ' I saw a beautiful house made of rosy brick, with geraniums in the window and doves on the roof,' they would not be able to get any idea of the house at all. You would have to say to them, ' I saw a house that cost £4,000.' Then they would exclaim, ' Oh, what a pretty house that is! ' "

If there is a moral to be drawn from this delightful little fantasy, it is the distinction between realism and the great realities. But morals and such ponderous matters aside, it is a book to enjoy and a very agreeable production to the eye.

In the character of a realist who can see past the end of his own nose, Professor D. W. Brogan has written what he describes as a tract, or a sermon, addressed to Germany, which " may have a wider interest and application." **THE FREE STATE** (Hamish Hamilton. 6s.) is in fact more than that; more lively, more controversial and more entertaining, as one might have expected from this particular writer, and its application is at least as wide as might cover the field of those interested, practically or theoretically (which covers most of us) in democratic government.

Professor Brogan quotes, in his chapter on the " Case for Freedom," a witty saying attributed to an American Conservative: " Monarchy," Fisher Ames is said to have observed, " is like a splendid ship, with all sails set; it moves majestically on, then it hits a rock and sinks for ever. Democracy is like a raft. It never sinks but, damn it, your feet are always in the water."

The writer's case for free institutions is not a sentimental one; on the contrary, he seeks to prove by a review of recent history and ancient philosophies that the free State is in fact more efficient, even in the prosecution of war, than more " organised " States such as the Third Reich. For always, he concludes, the friends of these free States in evil fortune

". . . are exultations, agonies,
And love, and man's unconquerable mind."

And following a discussion of the free State, what more appropriate than a consideration of a life of the man who wrote *The Rights of Man?* **CITIZEN TOM PAINE** (Bodley Head. 10s. 6d.) is a biographical novel, and in my view loses something by the fictional treatment. The story of the young staymaker of Thetford, whose writing shook the world, is one that must invite biographers, but it also seems to me one that is strong enough to stand on fact without the embellishments of fancy.

Certainly Mr. Howard Fast has a perceptive feeling for his subject, and his free use of dialogue in this book to convey Paine's views and aims gives his treatment a freshness that, it might be argued, the purely factual would lack. It is a book of ideas rather than one of action. He was the son, the particularly ugly son as it happens, of a small farmer and staymaker in Norfolk, where he was born in 1737. He was unsuccessful as an apprentice to his father's trade and became an excise officer, an occupation which ceased abruptly when he agitated for an increase in excisemen's pay. Two years after that, and armed with a letter of introduction from Benjamin Franklin, Paine sailed for America, where in 1776 he published his first pamphlet, *Common Sense*, a history—from his own angle—of the troubles that had led to the war with England.

Paine encouraged American resistance to English rule, and issued further pamphlets which identified him as a professional firebrand and revolutionary. He held posts under the American Government, and knew Washington and Jefferson. It was not until 1787 that he returned to England, and there opposed Burke with his famous declaration of *The Rights of Man*. After that he had to flee to France to escape prosecution, was noticed by the young Napoleon, became a member of the Convention, and nearly was sent to the guillotine for opposing the execution of Louis XVI.

His next pamphlet was a religious one, *The Age of Reason*, and it made him unpopular both in England and the land of his adoption, America. He died in poverty in New Rochelle—poverty and worse.

To-day nobody knows where his bones lie, but the epitaph which he wrote for himself remains: " Thomas Paine, Author of *Common Sense*."

There is something peculiarly irritating to me in the method of presenting a story by the building-up of a character already dead as the story opens. However, that is the device that Miss Ursula Orange has adopted, and she has used it cleverly enough.

PORTRAIT OF ADRIAN (Michael Joseph. 9s. 6d.) is a slight story, if a readable one, and I could not escape the conviction that none of its characters was worth the detailed attention the author had bestowed on them. The tragically sudden death of this Adrian of the title is a shock to his wife, but to her younger sister it is more than that; it is a sharp severance from the secret childhood she shared with a boy she hero-worshipped. To keep him alive for herself and for posterity, she decides to write a memoir, and in order to do this, sets herself to question all those who knew him—his widow, the aunt whose husband was his guardian, the man who lived next door as a boy, and so on.

EMIL LUDWIG RETURNS TO SWITZERLAND after having been a fugitive from the Nazis for five years: Emil Ludwig, famous sixty-four-year-old, German-born, anti-Nazi author, has returned to London with his wife, breaking his journey from the United States to his home in Switzerland, which he left five years ago when it seemed that the Germans would cross the Swiss frontier and " liquidate " their opponents

Everywhere she meets a curious blanket of reserve, but finally her insensitive persistence drags out the details of several rather discreditable anecdotes which, when linked together, prove that the idol had clay feet.

NICE DAY FOR A MURDER (Collins. 8s. 6d.) announces Mr. Victor Gunn cheerfully, and plunges his readers into a tangled tale of jealousy, practical jokes, circumstantial evidence and blunt instruments in the Essex countryside. The period is a happily indefinite one, possibly post-war judging by the free and easy talk about jet-propelled planes, and, if not altogether peaceful owing to the above incidents, is at least not one of total war.

Chief Inspector Cromwell, familarly called Old Ironsides by his Scotland Yard stooge, Johnny Lister, is ostensibly on holiday, but with the providential seventh sense of all true fictional detectives, decides to do his cherished fishing in the very pool where he will find a beautiful, red-headed girl instead of the expected tench. From then on the way is clear, at least to Mr. Gunn, and we have but to follow him as he deals happily with coroners' courts, bloodstains and a number of distracting clues.

A GREAT EVENT IN MILWAUKEE—the debut of a new bear cub in the Washington Park Zoo: Sultana II, a thirteen-year-old polar bear, is shown as she tenderly but forcibly brings her baby out of the " maternity den " for its first public appearance—a delightful spectacle for the visitors. The tiny cub's grandmother, Sultana I, now thirty-three years old, was the first polar bear in captivity to rear young, having raised eleven cubs. Bears are very shy with their offspring, and usually keep them in their den for a long time after birth

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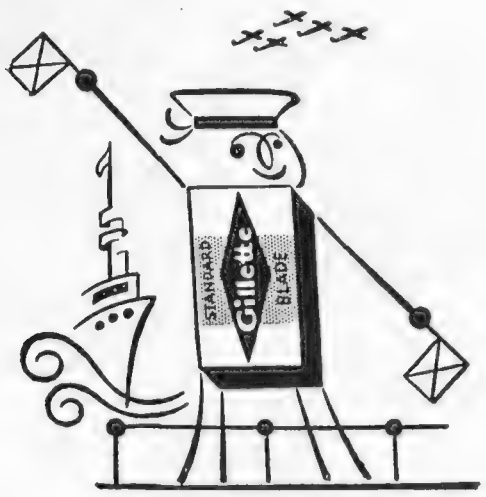

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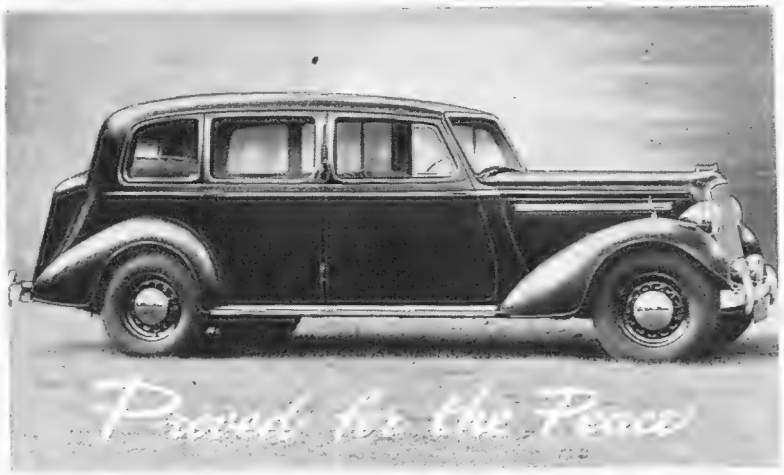

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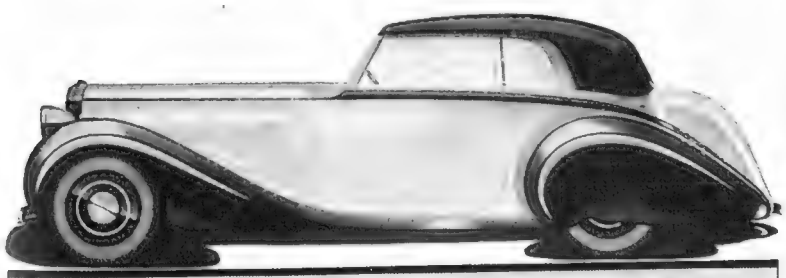

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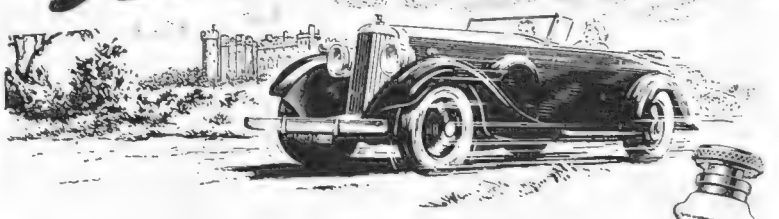

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Never let background details ' steal the picture ' as in the diagram. Choose a background that is simple and either much lighter or much darker than your subject. For portraits, sky makes an ideal background.

When you have no choice and must make the best of a poor background, take care about what is directly behind your subject—snaps are so easily spoilt if, for example, things apparently grow out of peoples' heads

By the way—Moving the camera, even slightly, while you press the shutter prevents the picture from being sharp. Learn to ' click ' with a slow pressure of the thumb or finger only—movement of wrist or forearm tends to jog the camera. It is best to stand with feet apart, camera in both hands, and elbows tucked firmly to your sides.

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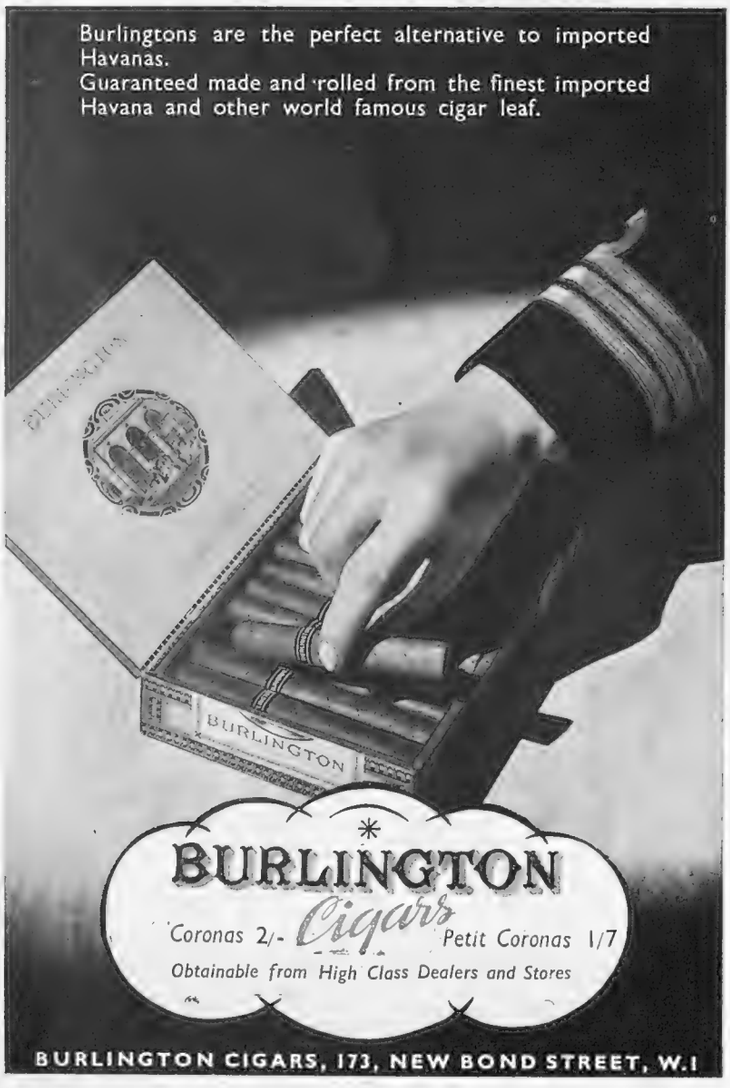

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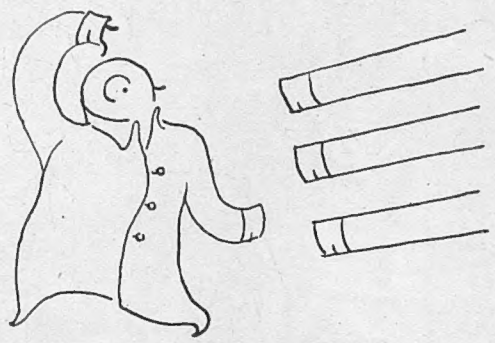

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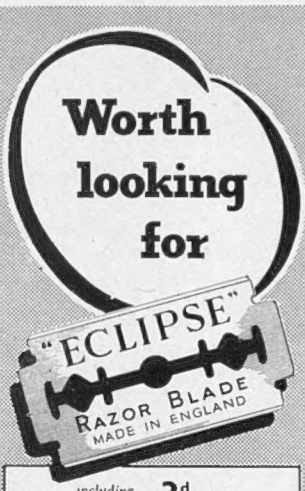

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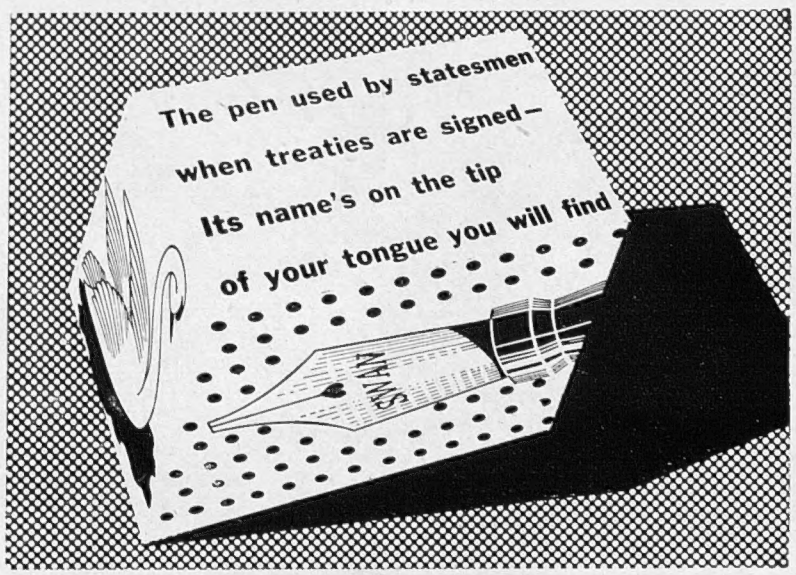

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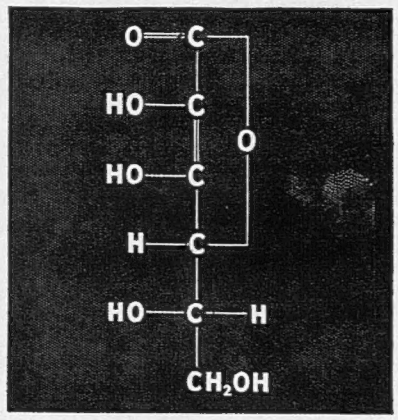

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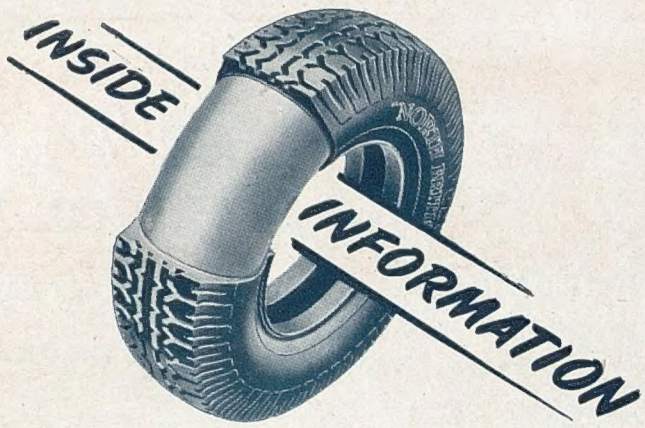

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